

THE ILLUSTRATED LONDON NEWS

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SIXPENCE.

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THE FEARFUL DISASTER TO TWO SCOTCH EXPRESSES: WRECKAGE OF THE BURNT-OUT CARRIAGES AFTER THE COLLISION AT AISGILL, WHICH HAS COST THE LIVES OF FOURTEEN PEOPLE; AND INJURIES TO AT LEAST AS MANY.

Early on the morning of September 2, a terrible collision occurred on the Midland Railway, at Aisgill, between Kirkby Stephen and Hawes Junction, within a mile of the scene of the wreck of a Scotch express on Christmas Eve, 1910. A Scotch express on its way to London had, it is reported, stopped that the steam, which was giving out, might be got up. Some ten minutes later, another Scotch express, also bound for London, came round the curve towards the stationary train, and could not be stopped in time to avoid the catastrophe. The impact was terrific, and yet only

three coaches were seriously damaged, thanks to the strength of the coaches in general. These three, however, were practically wrecked. The horror of the situation was accentuated by the fact that the wreckage took fire. This point has once again caused the discussion of the question as to whether trains should carry cylinders of gas for lighting purposes, although it is stated officially that the fire was started by live coals flung from one of the engines at the time of the collision. The cause of the affair and the full details cannot be known, of course, until after the official inquiry.

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THE FRENCH FOREIGN LEGION.

(See Illustrations in this Number.)

THE French Foreign Legion, of which the decree of Sept. 4, 1864, forms the present organic statute, was created by the royal ordinance of 1831. It was not a last remnant preserved from the foreign Swiss, German, or Irish regiments which were embodied in the armies of the old régime in France, as well as in those of the other Powers. From the date of its formation, the Legion bore an altogether different stamp from the mercenary regiments, whose services are bought. The majority of its officers were French, and the rank-and-file were, at the beginning, to a very large extent composed of various political exiles—Poles, Belgians, Italians, Germans, Spaniards, etc.—who had fled to find refuge in France.

The corps comprised, at first, seven battalions of eight companies each, and the men were drafted, according to their nationality, into the battalions which, in 1831, were sent to Algeria, and where the Legionaries took a most brilliant part in the two sieges of Constantine and at the taking of Zaatcha. Under the Second Empire the Legion covered itself with glory in the Crimea, in Italy (Magenta), and Mexico. In 1870-71, a detachment of the corps defended Orleans, with the Army of the Loire, and fought afterwards against the Commune. They formed part of the expedition to Tunis, and fought heroically in the Far East (Tonkin); they constituted the backbone of General Dodd's column in Dahomey, took part in the Madagascar expedition, and, finally, were among the first at the commencement of the operations in Morocco. They have distinguished themselves everywhere, with their traditional bravery and the admirable steadiness and staying power characteristic of a corps which alone has maintained the long-service system. Such are the service records—three-quarters of a century of nearly uninterrupted fighting—of this corps d'élite, of which certain Francophile journals would like to deprive France.

The present strength of the Legion is more than twelve thousand men, and the two principal dépôts are at Sidi-bel-Abbes and Saïda, in Algeria. According to the law of July 7, 1900, the Foreign Legion is "classed" with the Algerian Rifles and the African Light Infantry battalions as reserves for the colonial army, although, as a matter of fact, the employment of the Legion as a permanent colonial garrison unit dates from close on thirty years. The recruiting of the foreign regiments is effected exclusively by means of voluntary enlistment—of which the term is fixed at five years—and re-enlistment.

The Legion is divided into two classes: (a) Foreign Legionaries, comprising foreigners who are not naturalised as Frenchmen, and Frenchmen who enlist voluntarily in the corps; and (b) French Legionaries, comprising foreigners who are naturalised as Frenchmen, and Frenchmen who have not yet performed their military service. Frenchmen who undertake to serve in the Legion as "Foreign Legionaries" are bound to serve in this capacity during the whole term of the contract to which they have voluntarily pledged themselves, and cannot—in principle—change from one class to the other. Such is the rule, but sometimes—by special leave of the War Minister—after due inquiries into their particular circumstances, it is granted to a few Frenchmen serving as Foreign Legionaries to pass into the other class of French Legionaries; the essential condition usually demanded from those who solicit this favour being that they have a clean record.

Monetary inducements for enlisting there are practically none, compared with other corps; from which it follows that as a rule those Frenchmen who enlist are, for obvious reasons, unable to join units where enlistment premiums are paid. But one has to bear in mind the very character of the Legion, and the spirit in which the men mostly join. It is remarkable that the French members of the corps serve for the most part as Foreign Legionaries, and the naturalised foreigners as French Legionaries.

The foreign element, which remains the most important one—about sixty to sixty-five per cent.—is recruited among volunteers of any nationality, and can be brought under three heads. The first is composed of young aliens who have not yet served in the country of their birth, and who are—on account of their age—at first unfit for colonial service. The second comprises foreign deserters; and, thirdly, there are those who have complied with the military laws of their country. These last supply the Legion with a numerous contingent at once available for service and remarkable for their physical development as well as for their military education—counting, sometimes, foreign officers amongst them. Germany including Alsace-Lorraine—furnishes about forty per cent. of the foreign contingents. The enlisting formalities for foreigners are of the simplest. They must be eighteen years of age at least. They give their names and occupations, and sign their agreement, without any further examination of their statements. For the French the formalities are similar, though subject to certain indispensable conditions.

The recruiting and the position of the officers serving as French Legionaries are regulated by the general rules which apply to all French corps. The officers serving as Foreign Legionaries are composed of (1) Foreigners who are officers in their native land and who obtain from the French Government the privilege of serving in the Legion as Foreign Legionaries; (2) Non-commissioned officers of the Legion, French or naturalised French, serving as Foreign Legionaries, and who, after having been admitted to the school at Saint-Maixent, leave this institution with the rank of Second Lieutenant; (3) Non-commissioned officers of the Legion, French or naturalised French, serving as Foreign Legionaries promoted straightway to Second Lieutenant either for distinction on the battlefield or by virtue of a special Ministerial disposition; (4) Retired officers of all arms, who obtain from the Head of the State the privilege of rejoining the service in the Legion as officers in the class of Foreign Legionaries, with their former rank. To these can be added the reserve officers at present serving in Morocco. Correctionary measures as punishments are not applicable to either the French or the foreign officers serving as Foreign Legionaries. In case of serious breaches of discipline, they are dismissed from the service and sent back to civil life.

THE PLAYHOUSES.

"JOSEPH AND HIS BRETHREN," AT HIS MAJESTY'S.

NEVER, even at His Majesty's, has Sir Herbert Tree achieved a greater spectacular triumph than in the Bible pageant of "Joseph and His Brethren." From the first gorgeous scene, perhaps the most beautiful of all, which shows us the Tents of Shechem, down to the tableau of Jacob's entry into Egypt, we have a series of living pictures which illustrate in the most vivid and elaborate fashion the simplicity of the pastoral life of Israel and the splendours of Egyptian civilisation. Live sheep and donkeys and camels are among the accessories which lend movement to the story, and the whole production makes an irresistible appeal to the eye, so rich is it in colour, variety, and beauty. It has also at times an operatic character, thanks to the old Hebrew chants and choruses which are rendered by a choir of unseen vocalists. As drama it is most moving and effective when it follows most closely the Bible narrative, and only when Mr. Louis Parker embroiders the grand old tale with additions of melodrama does his play lose grip and sincerity. To be frank, there is rather too much of Potiphar's wife, named, after the Koran and Talmud, Zuleika, who is credited, among other vices, with a devotion to necromancy; and, handsome and picturesque though her representative, Miss Maxine Elliott, is, the actress hardly makes her lurid scenes of plotting and passion convincing. Nor does Mr. Parker's innovation of converting Simeon into something of a villain help matters. But though the crude and the sublime are strangely blended in his scheme, and Joseph's character is left curiously vague, and there is too little to stir the imagination in this pageant, it is splendid as a pageant. Moreover, there is real dignity, as well as picturesqueness, in Sir Herbert Tree's venerable Jacob, while Joseph finds a manly and resonant representative in Mr. George Relf, and the Pharaoh of Mr. Vibart has the right sort of stateliness.

"ANDROCLEES AND THE LION"—ACCORDING TO "G. B. S."

Everyone in London who loves a jest, or has the heart of a child, should be turning his or her way to the St. James's this autumn, there to enjoy a double bill of a vastly amusing sort, with which Miss Lillah McCarthy and her husband have started an ambitious season. From Mr. Dion Calthrop and Mr. Granville Barker, in "The Harlequinade," playgoers can count on getting fancy and laughter; from Mr. Bernard Shaw and his quaint treatment of the "Androcles and the Lion" fable and the courage of the early Christian martyrs they may promise themselves plenty of ideas and fun. Mr. Shaw's "spoof" play would deserve success if only for his happy invention of the lion and for the pantomimic representation of the beast's antics provided by Mr. Sillward, a comedian of infinite humour. The scene in which the praying Androcles is recognised in the arena by the animal he once befriended, and plays and dances with him before emperor and crowd, is one to make even a cat laugh. Nor should our most religious folk resent the playwright's portrait of a muscular Christian, in whom the old Adam of the fighting spirit will out, or his gentle handling of the virgin Lavinia, who stands up bravely and argumentatively—if with rather unorthodox and Shavian arguments—for the faith for which she is prepared to die. Anachronisms, what do they matter! "G. B. S." courts the reproach of such things, if only he may make Romans and their Christian victims talk in a human way and get at our hearts through our heads. He does so, and a host of clever players, including Miss McCarthy, Mr. Ben Webster, Mr. O. P. Heggie, Mr. Donald Calthrop, Mr. Leon Quartermaine, and Mr. Brydone, interpret aright both his fun and his seriousness.

"THE PICTURE OF DORIAN GRAY," AT THE VAUDEVILLE.

In her stage-version of Oscar Wilde's "Picture of Dorian Gray," Miss Lounsbury offers us merely the skeleton, the melodramatic framework of the tale; so eager has she been to preserve the mere externals that she has sacrificed the spirit of the book, all that lent it distinction and individuality—its touches of morbid imagination, its cleverly stated but false aesthetics, its perverse philosophy of life, its essential epicureanism and decadence hiding under the mask of the conventional fable. The little actress whom Dorian spoils and deserts, the friend who is so much a conscience to the hero that he is driven to kill him, the Mephistophelean Lord Henry Wootton, who fires off verbal fireworks, move about in Miss Lounsbury's scenes, but prove either shadowy or melodramatic figures. M. Lou-Tellegen has staged the adaptation and makes in it his first appearance as an English-speaking actor. But though he has many gifts, and speaks without a very marked accent, his Dorian Gray does not suggest the charm of Wilde's hero, and exaggerates all that is theatrical in the character.

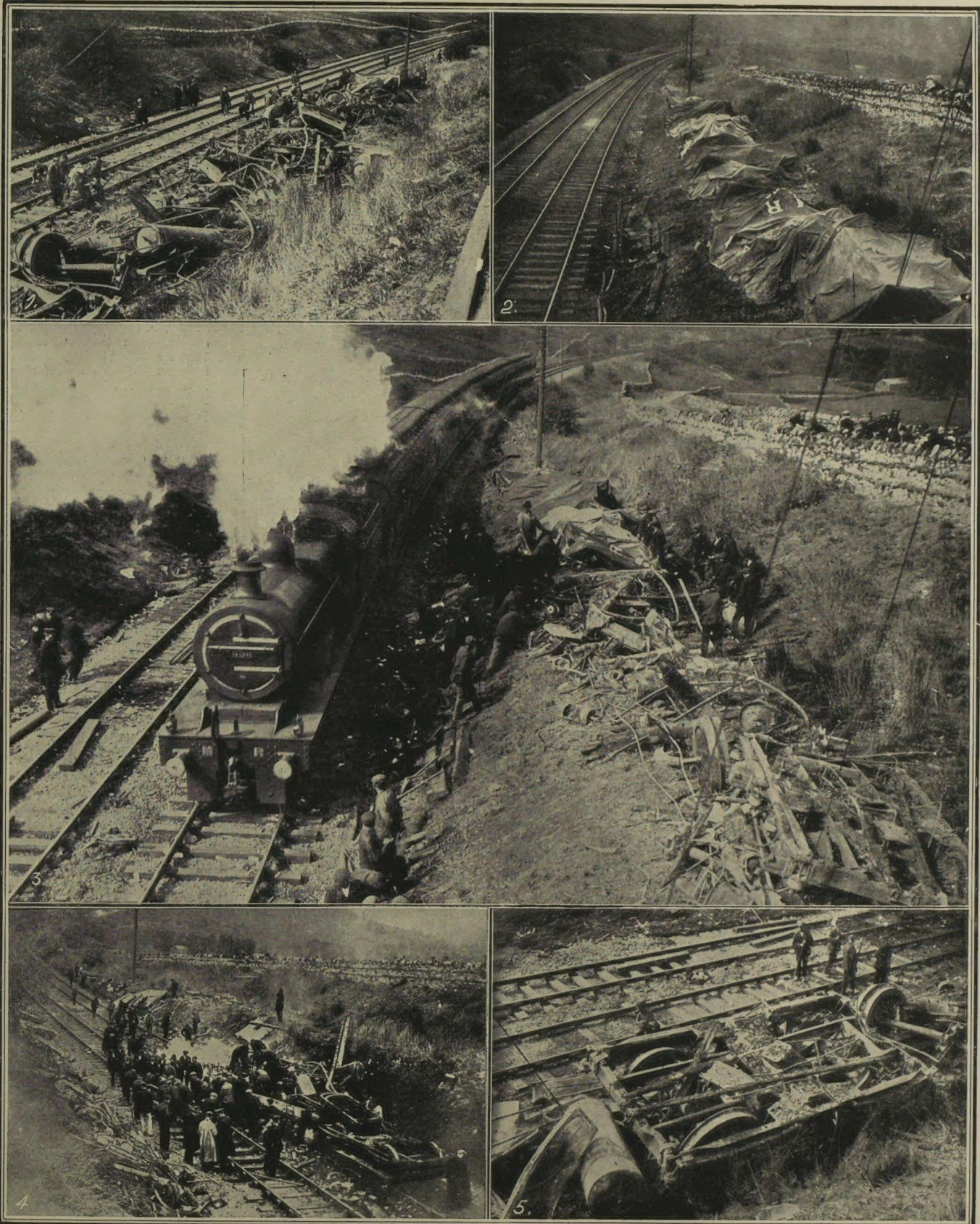
"THE REAL THING," AT THE GARRICK.

However little the adaptation from Sacha Guitry's "Prise de Berg-op-Zoom" may justify its title of "The Real Thing," however little of reality there may be in either its *dramatis persona* or their emotions, one recommendation can be urged in its behalf. Its leading rôle of a police commissioner who resorts to every sort of device in besieging a married woman, and trying to replace her husband in her affections, affords Mr. Allan Aynesworth opportunities for a delightful display of light-comedy virtuosity. You may not approve of either his manners or his morals, but you will find his persistence and his impudence engaging and end, as does the woman he so shamelessly pursues, by capitulating to his vivacity. If only because of the scene in which the lover sets himself to carry Paulette's heart by storm, the piece would be worth hearing, insincere trifle, for the most part, as it must be pronounced. The style of Miss Phyllis Neilson-Terry, as heroine, is at present just a little too heavy to suit so gossamer-like a fabric as M. Guitry's play.

(Other Playhouse Notes on "Art and Drama" Page.)

DISASTER TO TWO SCOTCH EXPRESSES: THE TERRIBLE SMASH AT AISGILL.

PHOTOGRAPHS BY L.N.A., TOPICAL, AND S. AND G.



1. AFTER THE COLLISION AND THE BURNING: WRECKAGE BY THE LINE; INCLUDING GAS-CYLINDERS.

2. AFTER THE LINE HAD BEEN REPAIRED: THE BURNT-OUT WRECKAGE SHROUDED IN TARPAULINS.

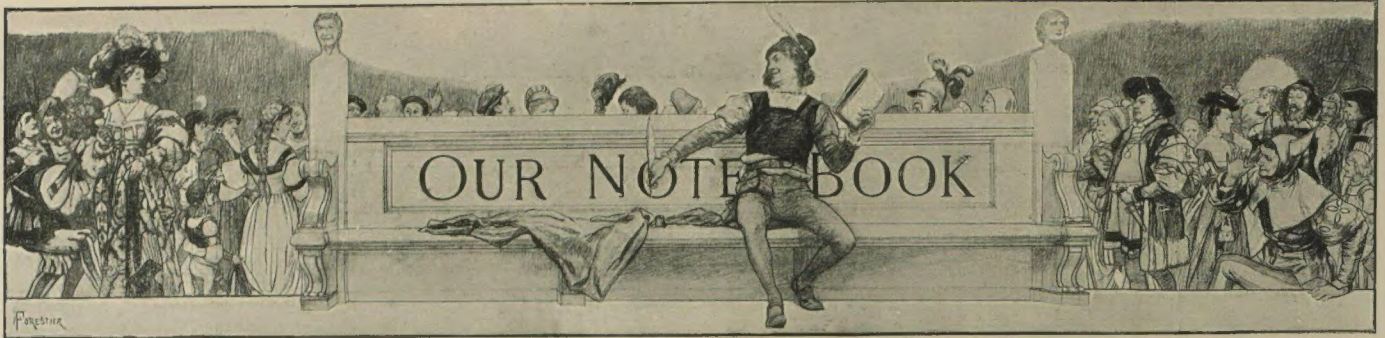
3. A CONTRAST: A TRAIN PASSING THE WRECKAGE SHORTLY AFTER THE LINE HAD BEEN REPAIRED.

4. SHOWING WRECKAGE STILL ABOUT THE LINE: AFTER THE COLLISION AT AISGILL.

5. WITH A GAS-CYLINDER ON THE LEFT: REMAINS OF A BURNT-OUT RAILWAY CARRIAGE.

As we note under our front-page illustration, the wreckage caught fire soon after the collision, and an official announcement made by the railway company is gruesomely significant. This reads: "The fire was confined to the last three coaches of the first train, and was started by the fire scattered from the engine of the second train on collision. The doctors who have made the post-mortem examination have given us

authority to say that in their opinion there is no doubt that those passengers who lost their lives were instantly killed by the collision. Owing to the impossibility of removing the bodies whilst the fire was burning, identification is extremely difficult. The total number of lives lost is fourteen." Apart from the dead, at least fifteen persons were treated for injuries and, at the moment of writing, some of these cases are serious.



BY G. K. CHESTERTON.

I WISH to ask for advice. I ask for it in an illustrated paper which does not generally print correspondence because, like most people asking advice, I ask for it in the hope of not getting it. But I wish somebody would tell me, through any medium, what I ought to do with a certain class of statements which have bothered me since my boyhood. I refer to the sort of statement that can only mean one of two things—a truth which is a truism and a paradox which is a lie. I adore a truism. I can bring myself to endure a paradox. My difficulty begins when all the intermediary steps are removed, and I cannot tell whether the man means too much or too little.

The best rough representation of the thing I speak of may be found in many slang phrases. Thus, suppose some friend of mine (say, the Vicar) says to me on some stormy and dangerous occasion (say, the Church Congress), "Keep your hair on." This use of the imperative may be considered illogical at either extreme of interpretation. If it be held to mean, "Do not, at this moment, forcibly remove the whole of your hair from your head," the advice is superfluous. No such proceeding has formed any part of my plans. If, on the other hand, it be held to mean that I have entered into a positive agreement between Paul, Pentecost Potter (hereinafter called the Vicar), of the one part, and Gilbert Keith Chesterton (hereinafter called the Hair-Restorer), of the other part, that no hair of the said Gilbert Keith Chesterton shall fall out till he is ninety-two—then the advice is again superfluous, for it would be practically impossible to enforce the fulfilment of the contract. And it is difficult to see what "Keep your hair on" (considered as an exact or legal phrase) could mean, except one of these two extremes. As a piece of popular poetry, of course, I admire and applaud the sentiment. But the people who use the phrases I deplore know nothing about popular poetry.

I will take two examples on two opposite sides—that is, so far as there are still any opposite sides. I want to know what people mean when they say "My country, right or wrong." It was held, I believe, to be a bold sentiment. It seems to me a curiously timid sentiment, for the man who uttered it had not the courage to finish the sentence. If he had finished the sentence, it must have ended in blank platitude or paralysing lunacy. It must mean either "If my country is being ruined, I will try to save her," which is as plain and good as grass—and about as much of a bold avowal in ethics as grass is a new specimen in botany; or, if it does not mean that, it must mean, "If my country is trying to ruin herself, I will assist her to do so," which is common treason, for which a man ought to be shot. I cannot see anything else, between these two extremes, that the phrase can mean.

I will take another instance from what may broadly be called the opposite view. It is from a highly sympathetic, not to say enthusiastic, article on the justly admired German Socialist whose death we have lamented; an article by Mr. Sidney Whitman, in *Everyman*. The writer says that immortality would have been largely earned "if Bebel had done nothing but declare that henceforth a man's spiritual

belief is a matter which concerns himself alone, and persuaded twenty millions of human beings to accept this declaration as gospel." I am bewildered by the number of knots of mystery to be unravelled here. Was not Bebel's belief a spiritual belief? And if it concerned him alone, why should twenty millions of human beings accept it, as other men accept a certain spiritual belief called the Gospel? But my main difficulty, as in the other case, is simply in understanding the phrase itself. I know it is not a new phrase. I have seen it thousands of times

before) that between the truism and the trash I can think of no third meaning in the words.

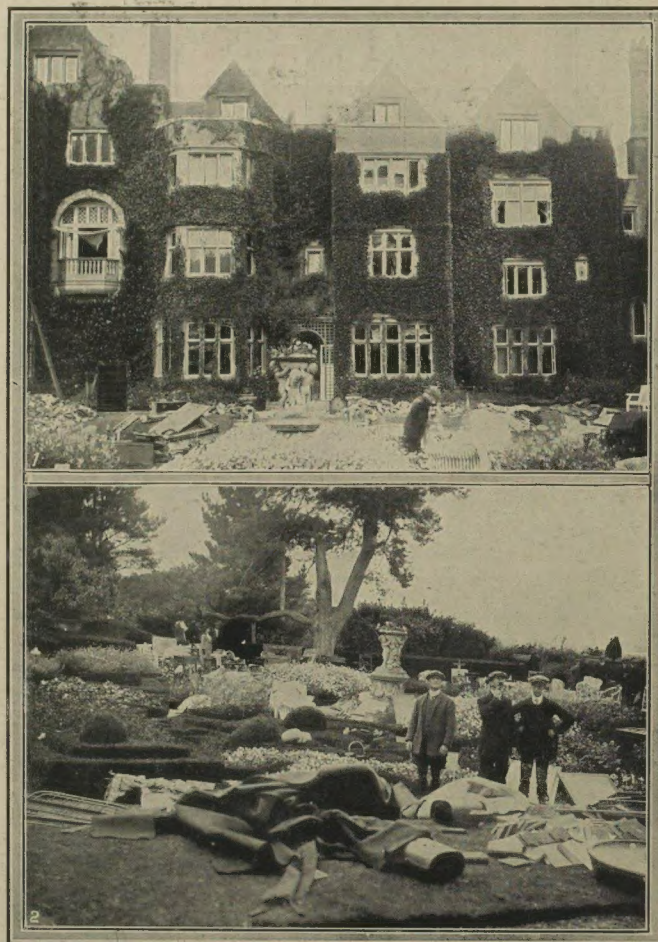
Though there are many other such current expressions which can only be either obviously right or wildly wrong, I think the mind still goes back to that great and mysterious dogma: that a man's spiritual belief is a thing that concerns himself alone.

Well, that is true in a way. If a Thug, in obedience to his spiritual belief, strangles your child, all that concerns you is your child. The Thug's spiritual belief is a thing that concerns himself alone. Or suppose, having failed to strangle the child, the Thug approaches a Prussian Professor (a person of very similar views) and persuades the Professor to persuade the child to cut his own throat. The thing is often done in intellectual circles in Germany, and evokes no special remark. You would, of course, attempt to stanch the blood of the child, because it is your child. But you would not for one moment seek to stop the flow of ideas in the Professor, because it is his spiritual belief. Or, again (if you had not reached the spot in time), a Christian scientist might stroll by, and allow the blood to gush forth unhindered, because his spiritual belief tells him the child could stop bleeding at any moment, as a child can stop screaming. He also, no doubt, would be welcome at your weekly parties, because he only obeyed his own spiritual belief, which concerned himself alone.

In short, your child would have passed through the hands of three great human religions and philosophies, and come out with his throat cut. You would only look at the corpse; and forget the murderers. In that sense, and that sense only, it is true to say that their spiritual condition is their own affair. Their spiritual condition is quite uncommon and peculiar. At least, I hope so.

But in every other sense, is there any sense involved? When your grandfathers and mine said that a man's religion was his own affair, they meant a quite sensible thing, though they expressed it loosely. They meant that some have a hobby of theology, and are always founding sects. And they meant that these should not be allowed to interfere with others who had other hobbies, such as the making of money (that widely extended English hobby), the winning of the Battle of Waterloo (that more exclusive hobby), the discoveries of Darwin (that unpopular hobby), and so on. But all that was only true while a commonplace, but common-sense, morality encircled and solidified the whole society. We live in a time in which religion can only be one of two things: a necessity or a danger.

We are so divided at the roots, we are so separated at the very starting-places of thought, that a religion can no longer be a hobby. A religion must be something either holy or horrible. To make humanity sacred may seem a simple ideal; translated into another language, it is human sacrifice. To melt into the universe may seem an optimistic idea; translated into another language, it means suicide. As things stand just now, it is really more common-sense than mysticism to say that everyone's belief is everyone else's concern.



Photos Fitzgerald.

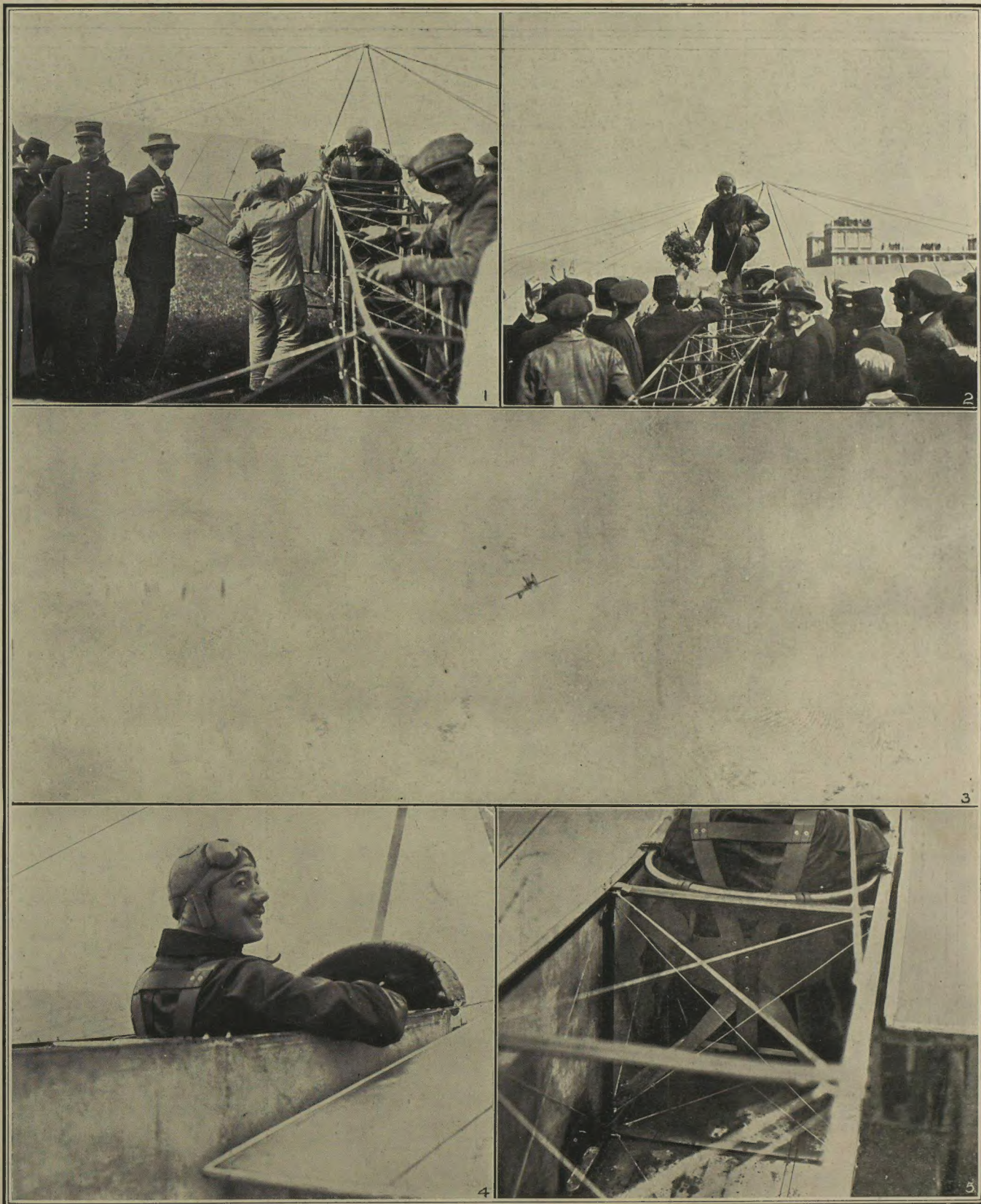
ONE OF THE FINEST COUNTRY SEATS IN IRELAND BURNT DOWN WITH £400,000 DAMAGE: (1) LORD KENMARE'S HOME, KILLARNEY HOUSE, AFTER THE FIRE. (2) THE GARDENS STREWED WITH BOOKS, PICTURES, AND FURNITURE.

Killarney House, the seat of Lord Kenmare, commanding a beautiful view over the lake and mountains of Killarney, was burnt down on August 31, as the result of a fire which broke out, from some unknown cause, in a room on the top floor of the right wing. The water-supply was insufficient, and the town hose-fittings did not couple with those of the house. Consequently the flames spread throughout the building, eventually destroying even the chapel in the east wing, which it had been hoped to save. It contained a retables of Sicilian marbles and an altar of Mexican onyx by André. Most of the furniture and works of art, except some of the more portable pieces, were lost, and the total damage was estimated at £400,000. The house itself, built in 1875-81, cost £200,000. King Edward spent a week there in 1885, and King George has also visited it, when he was Duke of York.

through my whole life: "A man's spiritual belief is a matter which concerns himself alone." I look at the sentence again and again, and still I can make nothing of it, except a platitude or a palpable lie. If it means that the man's conscience must be more concerned than anybody else's about whether his belief really is his belief, of course it is quite true. If it means that other people are not affected by whatever belief he has and fulfils, I say that greater trash was never talked in this world. But the difficulty is (as

FLYING AN AEROPLANE UPSIDE DOWN: PÉGOUD'S REMARKABLE FEAT.

PHOTOGRAPHS BY TRAMPUS, C.N., AND ROL.



1. READY TO START ON THE FLIGHT DURING WHICH HE FLEW HIS MONOPLANE UPSIDE DOWN: M. PÉGOUD ON HIS BLÉRIOT.

2. AFTER THE VERY REMARKABLE UPSIDE-DOWN FLIGHT: M. PÉGOUD CLIMBING OUT OF HIS MONOPLANE, BOUQUET IN HAND.

3. SHOWING THE MONOPLANE UPSIDE DOWN—WITH ITS LANDING-WHEELS IN THE AIR AND THE PILOT HANGING HEAD DOWN: M. ADOLPHE PÉGOUD FLYING UPSIDE DOWN.

4. THE YOUNG FRENCH AIRMAN WHO HAS FLOWN A BLÉRIOT MONOPLANE UPSIDE DOWN: M. ADOLPHE PÉGOUD.

5. HOW THE AIRMAN WAS KEPT IN HIS SEAT WHEN UPSIDE DOWN: THE ARRANGEMENT OF BELTS AND STRAPS HOLDING M. PÉGOUD IN PLACE.

M. Pégoud, the airman who leapt from an aeroplane in flight a fortnight or so ago and came to earth hanging from a parachute, has just performed an even more remarkable feat. Flying on a Blériot monoplane (which has not, as according to some reports, a stabilising device, but merely a new arrangement of elevator and rudders) he succeeded in turning the monoplane upside down while high in the air and flying so for some 400 yards—the landing-wheels of the machine in the air above him, he himself hanging head down, held to his seat by a leather belt and braces. The upside-

down flight lasted for about fifteen seconds; then the pilot caused the monoplane to regain its normal position. Describing the flight, M. Adolphe Pégoud said, in answer to "What did it feel like?" "Well, the petrol was leaking drop by drop out of the air-hole of my reservoir and falling on my face. The draught from the propeller blew it all over me like a spray. It felt just like being in a barber's chair upside down. You see it is just as easy to fly on your back as the other way up." M. Pégoud took his pilot's certificate on February 8 last. He is twenty-four.

ONE OF THE MUCH-DISCUSSSED BATON CHARGES: A REMARKABLE RIOT SCENE IN THE IRISH CAPITAL.

PHOTOGRAPH BY FREEMAN.



ACTION MUCH COMMENTED UPON LOCALLY, AND PART CAUSE OF A RESOLUTION,
IN DUBLIN DURING THE STRIKE TROUBLE—

As we have occasion to note elsewhere in this Number, very serious rioting began in the streets of Dublin on Saturday, August 30. The trouble arose out of the tramway strike and other labour disputes in the city. At a late hour on the Sunday, 433 civilians had been treated in hospital; while 45 policemen had been injured. On the Saturday, the police had to use their batons against the crowd, especially against men who attacked tram-cars filled with people. Several charges were made, and some of these were met by showers of stones, which were supported by bottles and other missiles flung from the windows of houses. Of the civilians injured at this stage of the disturbances, 320 were treated in the Jervis Street Hospital, 50 at Mercer's Hospital, and 63 at St. Patrick's Hospital. At a meeting of the Corporation on September 1, the Lord Mayor moved the following resolution: "That this Council, in view of the fact that over 400 people have been injured in the city during the last two days, and that the injuries in some cases have resulted in loss of life, hereby

DEMANDING AN INQUIRY, MOVED BY THE LORD MAYOR: POLICE CHARGING A CROWD
A PHOTOGRAPH TAKEN FROM A ROOF.

demand an immediate public inquiry into the general conduct of the police during the period mentioned, and into the question of instructions given by those responsible to the executive authorities. That a copy of this resolution be forwarded immediately to the Lord Lieutenant, the Chief Secretary for Ireland, and the Chief Commissioner of Police. That the Law Agent be instructed to attend the inquest on the late John Nolan, and that he be further instructed to take all necessary steps to secure a full report of all the evidence tendered." In the course of his speech, his Lordship said: "In the event of the authorities refusing to hold the inquiry when this Council demands it, then, as Lord Mayor of this city, I will hold an inquiry myself in the most public manner, and I will invite, by public communication, those of my fellow-citizens who have evidence to give to come to such inquiry and tender their evidence."

PORTRAITS & PERSONAL NOTES.

TENNYSON'S
verse on
the death of
Prince Albert
Victor — "The
bridal garland
falls upon the bier"—is recalled by the death of

THE LATE MAHARAJAH OF COOCH
BEHAR.

Who died a few days ago at Cromer.

—is recalled by the death of the Maharajah of Cooch Behar, for only in our last issue we chronicled the wedding of his brother, Prince Jitendra, to Princess Indira of Baroda. The late Maharajah, who was only thirty-one, succeeded his father in September 1911. Both, curiously enough, died at English seaside resorts, the father at Bexhill, the son at Cromer.

In the Embassy at Madrid, Sir Maurice de Bunsen is to be succeeded by Sir Arthur Hardinge, who for the past two years has been British Minister in Lisbon. Sir Arthur has had a wide diplomatic experience, not only in Europe, but also in Cairo, Zanzibar, East Africa, Persia, and Uganda.

Sir Maurice de Bunsen, who is to succeed Sir Fairfax Cartwright at Vienna, entered the diplomatic service in 1887, and since 1906 has been British Ambassador at Madrid. He has served in Washington, Tokio, Constantinople, and Siam, as well as in several European capitals, including Lisbon, where he was Envoy Extraordinary.

Sir Fairfax Cartwright's reasons for resigning the post of British Ambassador at Vienna are purely private, and

the discussion two years ago over certain statements wrongly attributed to him by the Austrian Press had nothing to do with his decision. He succeeded Sir Edward Goschen at Vienna in 1908, and had previously served in many other capitals.

Under the name of "Hickory Wood," the late Mr. John J. Wood wrote a very large number of pantomimes. He supplied the libretto for Drury Lane every year from 1900 to 1910, in collaboration with Mr. Arthur Collins or Sir Frank Burnand. He also wrote much for provincial and colonial theatres.

M. Santos-Dumont, who did notable pioneer-work in the early days of aviation, and retired in 1906, has recently decided to return to the air. He was the first airman in Europe to fly a

petrol-driven aeroplane. His decision to resume flying was due to a trip he took recently on a water-plane to Deauville.

Mr. Bernard Alfred Quaritch, who died recently, was the son of the original



SIR ARTHUR HARDINGE,

Who has been Appointed British Ambassador in Madrid.

Bernard Quaritch who in 1860 opened the famous book-shop in Piccadilly, which



THE LATE MR. BERNARD ALFRED QUARITCH,
The famous Bookseller and Connoisseur.

his son, about six years ago, removed to Grafton Street. Mr. B. A. Quaritch was born in 1871, and was educated at Charterhouse. He wanted to go into the



PRESIDENT HUERTA OF MEXICO,

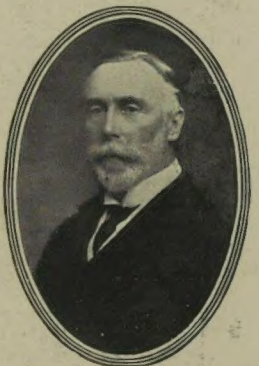
Who, it is said, intends to resign and stand at the subsequent Election.

the reputation which his father won.

It was reported recently in the *New York American* that General Huerta intended to resign the Presidency of Mexico on Oct. 26, after first gaining control of the electoral machinery. He will then, it is said, stand as a candidate for the office in the elections, thus defying the wishes of the President of the United States.

Canon Johnston, the new Chancellor of Lincoln Cathedral, has since 1895 been Principal of the Cuddesdon Theological College and Vicar of Cuddesdon. For the previous ten years he was Vicar of All Saints, Oxford, and became an Honorary Canon of Christ Church in 1901. He has edited Dr. Liddon's "Life of Dr. Pusey," and has himself written a "Life of Liddon."

Colonel Andrew Clark, the well-known surgeon, who died recently, held his military rank in the Army Medical Corps (Territorial Force). He took his F.R.C.S. in 1873, and, later, was Vice-President of the British Medical Association. He was an honorary surgeon to the King and consulting surgeon at the Middlesex Hospital.



THE RIGHT HON. SIR MAURICE
DE BUNSEN,

Who has been Appointed British Ambassador in Vienna.

Under the pseudonym of "Stephen Adams," the late Mr. Michael Maybrick composed many now familiar songs. For his first, "A Warrior Bold," he received only five shillings; while of "Nancy Lee" he once said, "What Mr. Boosey first refused for twenty guineas has cost them several thousands since in royalties." Other favourites by him are "The Midshipmite" and "The Holy City." In 1889, he was a witness at the trial of Mrs. Maybrick, his brother's wife, for the murder of her husband.

There is no very obvious connection between ophthalmic surgery and the study of earthquakes and volcanoes, but the late Dr. Tempest Anderson, of York, was distinguished in both these branches of science. He was formerly Lecturer on Volcanoes, at the Royal Institution. In 1894 he was Sheriff of York.



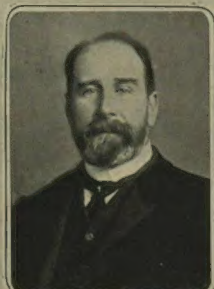
THE LATE MR. HICKORY
WOOD,
The well-known Writer of Pantomime Librettos.



M. SANTOS-DUMONT,
The famous Pioneer of Aviation,
who has decided to take it up
again.



CANON J. O. JOHNSTON,
Principal of Cuddesdon, who has
been appointed Chancellor of
Lincoln Cathedral.



THE LATE COLONEL ANDREW
CLARK, F.R.C.S.,
Honorary Surgeon to the King and
Consultant to the Middlesex Hospital.



THE LATE MR. MICHAEL
MAYBRICK,
Well known as a Song-Composer
under the name of Stephen Adams.



THE LATE DR. TEMPEST
ANDERSON,
The eminent Ophthalmic Surgeon and
Ophthalmic Surgeon.

WHERE RIOTS CAUSED OVER 400 CASUALTIES: DISTURBED DUBLIN.

PHOTOGRAPHS BY C.N.



ON THE TRAMWAYS AMONG WHOSE MEN THE TROUBLE ORIGINATED: A CONSTABLE RIDING ON THE FRONT OF A CAR.



WHERE THE MOST SERIOUS RIOTING TOOK PLACE: STRIKERS CHEERING OUTSIDE LIBERTY HALL, THE HEADQUARTERS OF THE TRANSPORT WORKERS' UNION.

Serious rioting began in Dublin on Saturday, August 30, as a result of which one man was killed, another was so hurt as to be not expected to recover, and no fewer than 433 civilians were treated in hospital on that and the following day. Some forty-five policemen were also injured, one man of the Royal Irish Constabulary having both legs broken. The trouble originated in the strike of tramwaymen, and the worst affray took place outside Liberty Hall, the Headquarters of the Transport Workers' Union, where a meeting of strikers had been arranged on the Saturday

night. The disturbance began when a stone was thrown at the police, who thereupon drew their batons and drove back the crowd. They were met by volleys of stones and bottles, some of which, it is said, were thrown from the windows of Liberty Hall. The crowd retired towards Sackville Street, and the police made several baton charges. In the mêlée many unoffending people were hurt, and here alone 30 policemen and 200 other people were injured, while 80 men and youths were taken into custody. It was on this occasion that the man killed lost his life.

THE OPENING OF THE PLACE OF GOOD INTENT: THE HOME OF THE HAGUE ARBITRATION TRIBUNAL.

PHOTOGRAPH BY NIJH AND VAN DIJMAR, ROTTERDAM.



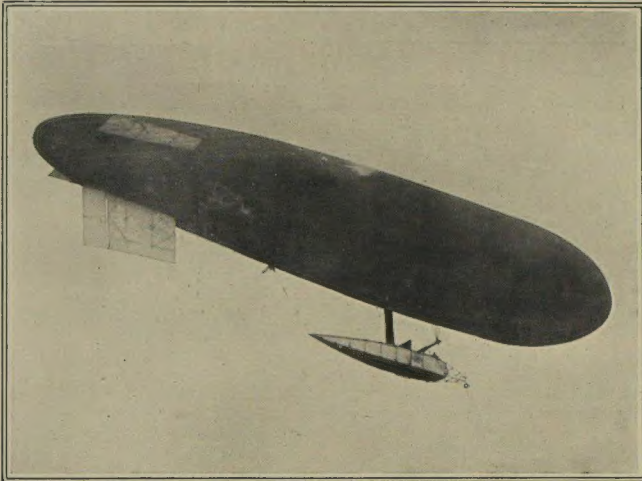
QUEEN WILHELMINA, THE PRINCE CONSORT, AND THE QUEEN-MOTHER PRESENT: THE INAUGURATION OF THE PALACE OF PEACE.

There is a certain irony in the fact that the Palace of Peace, the permanent home of the Hague Arbitration Tribunal, should have been inaugurated in a year which has witnessed a most sanguinary conflict in Eastern Europe, and in which the political atmosphere has been full of wars and rumours of war. All this, however, demonstrates the need for such a building, which, after all, stands for an ideal rather than an immediate accomplishment. The dedication ceremony took place on August 28, in the presence of Queen Wilhelmina, the Prince Consort, and the Queen-Mother, and a prominent figure was that of Mr. Andrew Carnegie, to whose munificence the building chiefly owes its existence. Warm tributes were

paid to him by Jonkheer van Karnebeek, president of the Carnegie Foundation, who formally handed it over to the Administrative Council of the Hague Tribunal, and by M. van Swinderen, who accepted the custody of the building on behalf of the Council. On August 29, Mr. Carnegie, in unveiling a bust of the late Sir Randal Cremer, made a very interesting speech on armaments and the way to secure world-peace. "I find," he said, "that three nations, all of them Teutonic—Germany, the mother, Britain, the daughter, and our Republic, the grand-daughter—actually have to-day a greater naval force between them than all the rest of the world. . . . The Teutonic race could to-day obtain peace upon the seas."

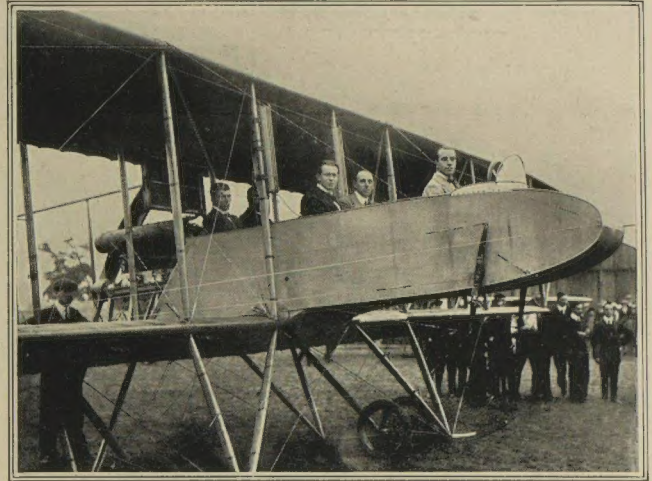
MAN'S CONFLICT WITH THE AIR: PHOTOGRAPHS ILLUSTRATING IT.

PHOTOGRAPHS BY C.N., NEWSPAPER ILLUS., TOPICAL, AND S. AND G.



THE NEWEST BRITISH ARMY DIRIGIBLE: THE "ETA" ON HER TRIALS AT FARNBOROUGH.

It was the "Eta," it will be recalled, which recently towed to safety a small naval air-ship, which was disabled in Hampshire.—A few days ago, Mr. Louis Noel, flying at Hendon in the new five-seated Grahame-White biplane, was accompanied by four passengers. The aeroplane was in the air for ten



CALLED THE AERIAL OMNIBUS: A BIPLANE CARRYING THE PILOT AND FOUR PASSENGERS.

minutes. The total weight of the persons carried was 798 lb. In the photograph, Mr. Grahame-White is seen as pilot; and he, too, has flown with four passengers. The machine has a span of 75 feet. The car is roomy and the passengers are seated in quite luxurious fashion.



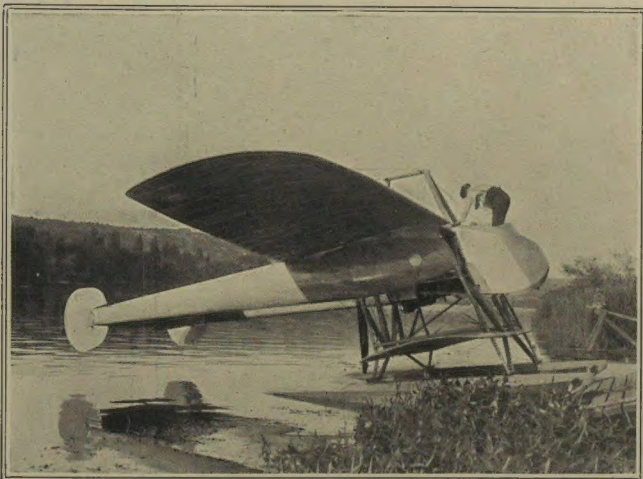
THE DISASTER TO A BRITISH MILITARY AEROPLANE: THE WRECKED MACHINE IN A FIELD AT BRAY.

When it met disaster, the aeroplane was being flown from Hendon to Farnborough for delivery to the War Office authorities. The accident occurred at Bray, near Maidenhead. The pilot and the two passengers were badly hurt. The airman seems to have found that something was wrong and to have



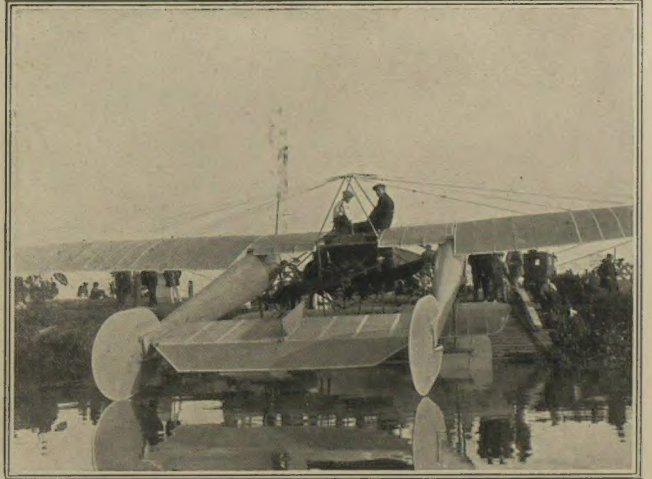
SHOWING THE PLACES OCCUPIED BY PILOT AND PASSENGERS; AND THE COMPASS
DETAIL OF THE WRECKED 'PLANE.

vol-planed from a height of about 300 feet. Then, when about 100 feet from the ground, the aeroplane turned a somersault. The passengers sat in front of the pilot. As they fell, the pilot, M. Debussy, was heard to cry: "Oh! my friends, this is the end—death!"



WITH MOTOR PLACED BEHIND THE PASSENGERS, WHO HAVE A CLEAR VIEW:
THE NEW NIEUPORT WATER-PLANE.

The machine is constructed to carry the pilot and two passengers, and the engine is placed behind its occupants, thus giving them a clear view—a very important matter when the air-craft is engaged on scouting work for an army or navy.



SHOWING THE TWO RUDDERS: THE NIEUPORT WATER-PLANE, WHICH HAS BEEN UNDERGOING TRIALS.

ENGLAND'S WOODEN NAVY?

IN 1610, Stowe, referring to the then recent launching of the *Prince Royal*, wrote that this goodly ship of war was "most sumptuously adorned, within and without, with all manner of curious carving, painting, and rich gilding, being in all respects the greatest and goodliest Ship that ever was in England."

From that epoch until the closing years of the eighteenth century, this fashion of elaborately ornamenting the hull prevailed in the British, French, and other navies. The stern of one of these great war-ships may be said to have resembled an ornate ch  teau richly embellished with sculpture by first-rate artists. Even the sides, from stem to stern, were crowded with bas-reliefs of classical figures, marine and other deities; whilst on board, at the break of the decks, a maze of balustrading, equally picturesque and useless, was at once the pride and despair of the practical seaman. That the serious fighting-man did not approve of this lavish decoration may be gathered from a memorandum relating to the Navy of the year 1690, in the handwriting of Sir Cloudesley Shovel, who, amongst other suggested reforms, pleads "that much carved and joiner's work may be spared from our ships of war."

The manner in which artistic ornamentation was lavished upon an early eighteenth-century first-rate may be gathered fairly accurately from the accompanying illustrations, which have been taken from what is probably the finest model extant—an exquisite piece of boxwood carving, in which every minute detail, every moulding and baluster-rail, is treated with a microscopic precision and wrought to a degree of finish that testify to the unknown artist-craftsman's enthusiastic devotion to his task.

The identification of models is by no means a simple matter, and is rendered especially difficult by the frequent renaming and rebuilding of ships between about 1685 and 1720. But, thanks to the courtesy of Mr. L. G. Carr Laughton, the editor of "The Mariner's Mirror," who has



ENGLAND'S WOODEN NAVY: A REMARKABLY FINE MODEL OF H.M.S. "ROYAL GEORGE"—SOMETIME MISCALLED "THE VICTORY."

A BEAUTIFUL RELIC.

quarter-deck, and four on the fore-castle. In reality, she could mount six more, having four ports in her lower counter, and two in the beakhead bulkhead, which is the foremost bulkhead and the termination of the fore-castle forward. Her company is given as 780 men. Every detail of the construction is to be clearly seen on the model.

The fore-castle carries an artistic structure enshrining the ship's bell. Behind it is the chimney of the galley, then a fish-davit. Besides the capstan shown in the waist, there is a double capstan below, and another further aft.

The figurehead is composed of two equestrian figures of the King in Roman armour and in the act of trampling upon a vanquished foe. The taffereel is carved in high relief with a bust of George I. flanked by recumbent figures—probably intended for Fortune and Victory. The port-quarter piece is fashioned as Mercury, immediately beneath being the figure of Jupiter, crowned, armed with thunderbolts, and accompanied by his eagle. On the starboard side with the exception of the uppermost figure—which represents Mars—this composition is repeated. The wardroom windows below support a carved cove, and in their turn rest upon the upper counter, carved in bas-relief with a recumbent Neptune surrounded by marine deities, one of whom holds a shield inscribed with an "R," and another with a "G." Below this is the lower counter, with the gun-deck ports. The quarter galleries repeat the same scheme of decoration.

It is worth noting that the French Government have established an atelier for repairing and reproducing the old models from the original drafts, and house them in the Louvre; whereas our models are obscurely placed in an annexe to the Victoria and Albert Museum, others being scattered at Greenwich, the United Service Museum, Chelsea Hospital, and so forth. Centralisation would be a boon to all interested in naval matters.



WHERE THE MASTER CRAFTSMAN LAVISHED HIS LABOUR OF LOVE AND SKILL: THE STERN OF THE "ROYAL GEORGE," WITH ITS ELABORATE CARVINGS.

has carefully measured and verified the dimensions with the help of existing records, it is possible to identify this model as the official representation of H.M.S. *Royal George*.

This model was for many years known by the name of *Victory*. Details culled from the Admiralty manuscript list may serve to show the probable cause of this incorrect designation, and to illustrate the difficulties attending the verification of these objects. In 1675, the *Royal George* was built at Portsmouth, and in 1690 was renamed *Victory*. In 1695 she was rebuilt by R. Lee, at Chatham, but by an order of Aug. 27, 1714, her name was again changed to *Royal George*, until, by an order left blank, but made before Sept. 9, 1715, she reverted to the name of *Vidory*.

It was a time-honoured custom in the Royal Navy to assign the name of the reigning monarch to the principal ship.

From the unrivalled beauty and exquisite finish of the *Royal George* model, a very masterpiece of a craft of which the workers have unfortunately remained unrecorded, it may be assumed that it was intended either for presentation or as an example of the highest development of this craft. The imposing mahogany case on cabriolet legs, measuring 8 ft. 6 in. from floor to pediment, would certainly lend colour to this theory. The length of the model from stern to figurehead is 3 ft. 5 in.; height from keel to truck of mainmast, 3 ft. 8 in.; extreme width of stern, 8½ in.; 7¼ in. beam.

The *Royal George* was designed to carry on her lower deck twenty-eight 42-pounders, the same number of 24 and 12 pounders on her middle and upper decks respectively, twelve 6-pounders on her



THE "ROYAL GEORGE" MODEL: THE PORT QUARTER GALLERY.



THE "ROYAL GEORGE" MODEL: THE ENTERING-PORT, AND OTHER DETAILS.

ENGLAND'S WOODEN NAVY: "PROBABLY THE FINEST MODEL EXTANT."



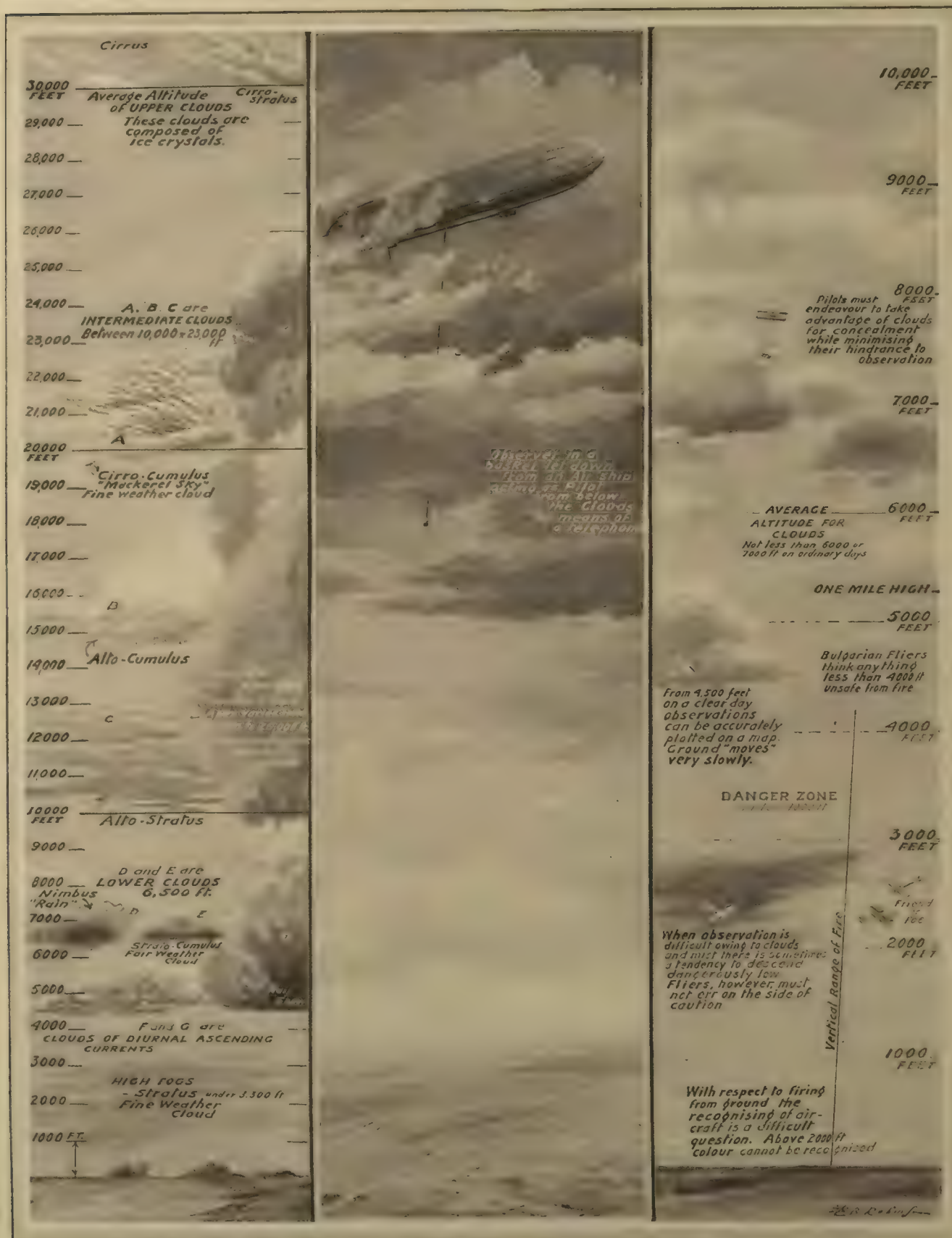
MISCALLED, FOR SOME TIME, THE "VICTORY": H.M.S. "ROYAL GEORGE"—AN EXQUISITE PIECE OF BOXWOOD CARVING
BY CRAFTSMEN UNKNOWN.

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MOISTURE AS A MASK: CLOUDS AS COVER FOR SCOUTING AIRMEN.

DRAWN BY OUR SPECIAL ARTIST, W. B. ROBINSON.

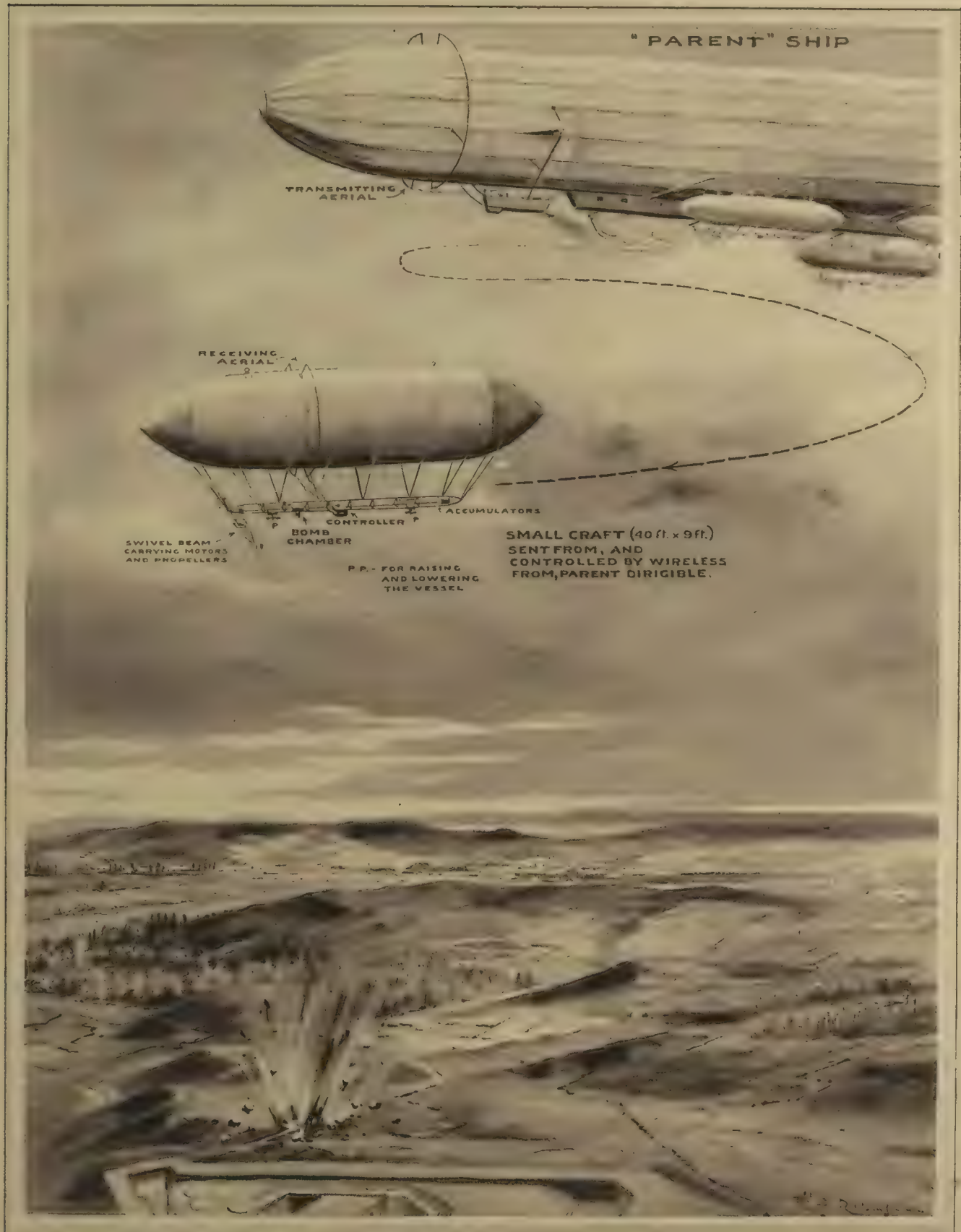
HIDING IN THE HEAVENS: CLOUDS USED AS PLACES OF CONCEALMENT BY THE FLYING CORPS;
ALTITUDES AND DEPTHS OF CLOUDS; AND A SUGGESTION.

Amongst the announcements made in connection with the Army Manoeuvres is one to the effect that the War Office has had prepared a booklet which advises officers on the arts of using and fighting air-craft. A point is made in this of the value of clouds as cover for observers on duty aloft. Thus attention is once more called to a subject very well dealt with not long ago by Major Sykes. With regard to the very instructive drawings on this page, particular attention must be drawn to that in the centre, which illustrates a suggested method of making observations from a

dirigible balloon hidden from the enemy by clouds. The observer is let down from the air-ship in a basket and communicates with those aboard the balloon by means of a telephone. In such a position—below the clouds, while the dirigible is above them and so hidden from those on the ground—the observer can see all that he wants with very little risk of being seen by the enemy and still less risk of being hit, and, in addition, can pilot the "invisible" air-craft. The idea is that of the well-known airman Mr. Barber, and a patent has been applied for.

TORPEDOES OF THE AIR: BOMB-DROPPERS DIRECTED BY WIRELESS.

DRAWN BY OUR SPECIAL ARTIST, W. B. ROBINSON, FROM MATERIAL SUPPLIED BY MR. RAYMOND PHILLIPS.



PARENT DIRIGIBLE AND "WAVE"-CONTROLLED OFFSPRING: AN AIR-SHIP LAUNCHING STEERABLE, CREWLESS, MINIATURE AIR-SHIPS CARRYING BOMBS WHICH CAN BE DROPPED ON ANY DESIRED SPOT.

According to Mr. Raymond Phillips, the aerial weapon of the future will take the form of a large "parent" dirigible carrying a number of smaller craft, somewhat as lifeboats are carried on a liner. These small craft will be fitted with bomb-chambers, and swung on davits on each side of the large vessel. The parent ship will be manoeuvred by her crew to a great height, and one of the small craft, loaded with bombs but not carrying a crew, will be despatched as required, and steered by wireless waves from the parent ship to a position as near the enemy's fortifications

as possible. The bombs will then be released—a trap-door being opened by wireless. It will be possible to steer a small craft back to the parent ship, but even should one be destroyed its small cost would make the loss insignificant. The effective radius of action of these small bomb-dropping craft would be about three miles, and they would weigh 90 to 100 lb. each and carry about two bombs apiece. The system of steering them would be operated by means of a swivel-beam attached to the front of the air-ship, with two motors mounted on it.

A FAITHFUL COPY OF UNDER-WATER EXISTENCE: REMARKABLE MODELS.

PHOTOGRAPHS BY COURTESY OF THE AMERICAN MUSEUM OF NATURAL HISTORY.



SPECIALISATION TO AN INACTIVE LIFE: CHIEFLY WITHOUT ORGANS OF LOCOMOTION, THEIR FOOD BEING EVERYWHERE PRESENT : WHARF-PILE ANIMALS—DETAILS OF A HABITAT GROUP.

'From the standpoint of faithful reproduction of nature, there is no group in the American Museum of Natural History that surpasses the new marine group constructed under the supervision of Mr. Roy W. Miner. . . . Colour and illumination . . . have been so controlled as to produce distance in the scene above water, and a depth and gradation of depth that give very unusual illusion under water. . . . The group is

based on actual observations in the Woods Hole region [Massachusetts], the life depicted being a faithful copy of that actually seen on the piles of wharves. . . . The abundance and beauty of this life are in no way exaggerated. . . . The animal life . . . is represented by an assemblage of models, except in the case of hard structures such as shells. The mussels on the piles are the actual specimens which were preserved in

Continued opposite.

GLASS, WAX, CELLULOID, AND THE REAL THING: REMARKABLE MODELS.

PHOTOGRAPH BY COURTESY OF THE AMERICAN MUSEUM OF NATURAL HISTORY.



DESIGNED BY MAN TO ILLUSTRATE THE ANIMAL LIFE OF WHARF-PILES: THE SECTION OVER WATER SHOWN BY MEANS OF A PHOTOGRAPHIC TRANSPARENCY; THAT UNDER WATER, BY MODELS—THE COMPLETE GROUP.

Continued.

alcohol and afterwards taken apart . . . cleaned out, and the shells reassembled with wax and cotton. The worm tubes are the natural dried specimens recoloured. The starfish was also dried and prepared with a wax foundation. . . . The tubularian hydroids were all separately blown in glass and welded together in colonies. . . . The colour was sprayed on with the air-brush. . . . Some of the ascidians . . . were

blown in glass, and their internal organs were modelled in the same material and inserted separately. Hundreds of tentacles for the sea-anemones . . . and even some of the seaweed are also the work of the glass-blower; but perhaps the best work in this line is the modelling of the jelly-fish and the squid. The former is entirely of glass. . . . Much of the animal life, however, is modelled in . . . wax and celluloid.

NOT TAKING THEIR PLEASURE SADLY: DANCERS AT DOLLIS HILL.

DRAWN BY OUR SPECIAL ARTIST, S. BEGG.



THE TWO-STEP IN FULL SWING IN A LONDON "LUNG": AT ONE OF THREE ANNUAL DANCES IN GLADSTONE PARK.

It is still a tradition on the Continent that the English take their pleasures sadly, and still there is a goodly measure of truth behind the belief, when the volatility of various of our neighbours across the sea is taken into account. For all that, the English—to say nothing of the Scots, the Irish, and the Welsh—know well enough how to enjoy themselves. Witness such scenes as that here illustrated. Dancing takes place

in Gladstone Park, Dollis Hill, Hampstead, three times a year, and lasts on each occasion for some two hours, ending at dusk when the Park is closed. At the time depicted by our Artist, the music was supplied by the Great Central and Metropolitan Silver Prize Band, which played on the lawn in front of a building in the Park, from the windows of which our Artist's drawing was made.

MUCH INTERESTED IN THE ROYAL WEDDING: THE SOVEREIGN PONTIFF.

PHOTOGRAPH BY G. FELICI



ANNOUNCED TO PRESIDE, BY DEPUTY, AT THE MARRIAGE OF KING MANUEL AND PRINCESS AUGUSTINE VICTORIA
OF HOHENZOLLERN: HIS HOLINESS THE POPE.

The wedding of King Manuel and Princess Augustine Victoria of Hohenzollern is to take place (we write before the date of the ceremony) on September 4. In connection with the marriage, we quote the following from last Sunday's "Sunday Times": "I learn that the Sovereign Pontiff will preside at the marriage ceremony of Dom Manuel of Portugal with the Princess von Hohenzollern. Not that his Holiness will personally be present, but he has appointed Cardinal Neto, the ex-Archbishop of Lisbon,

to act for him, with the full rank of Papal Legate. Pius X. probably has excellent reasons for thus honouring a dethroned monarch. The Kaiser all along has refused to treat Manuel as an ex-King. The other Sovereigns of Europe have followed his example. The marriage present of the King and Queen of Italy was addressed to the 'King of Portugal.' It is difficult to avoid the conclusion that the time is approaching when Dom Manuel will enter into his own again."

IMPANELLED! DOCTORS COMPELLED TO USE THEIR SKILL IN THE DAYS OF KING HENRY V.

DRAWN BY A. FORESTIER.



COMPULSORY SERVICE! SURGEONS FORCED TO EMBARK WITH THE ENGLISH ARMY INVADING FRANCE; WITH THE NECESSARY WORKMEN FOR THE MAKING AND REPAIRING OF SURGICAL INSTRUMENTS.

There is still so much talk on occasion of the Panel System brought into being by the Insurance Act, and still so much said of "compulsion" of doctors, that this illustration cannot fail to interest, as showing that medical men have not always been free agents! When, in 1415, King Henry V. invaded France at the head of his army, he had with that force the surgeon Thomas Mortstede, who, after much argument, had consented to follow his ruler into the field with a dozen

members of the London Corporation of Surgeons. When the second expedition to France was undertaken, the Corporation could not even provide twelve men willing to join the troops. Then it was that the King authorised Mortstede to embark as many surgeons as were wanted, whether they were willing or no, and to press into the service also all the workmen necessary for the making and repairing of the surgical instruments.

NOT LIKED BY GERMANY, WHICH AFFORDS IT MANY MEN:

PHOTOGRAPHS



1. OF THE SECOND REGIMENT OF THE LEGION: AN ALSATIAN.
 2. TWO YEARS' SERVICE; TWO CAMPAIGNS: A TURK.
 3. ELEVEN YEARS' SERVICE; SIXTEEN CAMPAIGNS: A BELGIAN.
 4. OF THE SECOND REGIMENT: A GREEK.
 5. OF THE FIRST REGIMENT: AN ITALIAN.
 6. TWELVE YEARS' SERVICE; FIFTEEN CAMPAIGNS: A FRENCHMAN.
 7. OF THE FIRST REGIMENT: A CUBAN.
 8. TWELVE YEARS' SERVICE; SIXTEEN CAMPAIGNS: A GERMAN.
 9. FIFTEEN YEARS' SERVICE; TWENTY-NINE CAMPAIGNS: AN AUSTRIAN.
 10. THE FOREIGN LEGION OF FRANCE IN BARRACKS: A DORMITORY.
 11. IN THE BARRACKS OF THE SECOND REGIMENT, AT SAÏDA: THE RECREATION-ROOM.
 12. TWO YEARS' SERVICE; TWO CAMPAIGNS: A POLE.

It was reported the other day from Berlin that agitation was continuing in Germany against the French Foreign Legion, the allegation being that that famous military force is largely recruited from German deserters who find the strict discipline particularly irksome. The Foreign Legion might well be called "The Novelists' Own," for it is well beloved by the writer of fiction in search of the picturesque and the romantic. It had its origin in 1831, and then most of the officers were French, while the rank-and-file were largely composed of political exiles—Poles, Belgians, Italians, Germans, Spaniards, and so on. As at present constituted, the Legion has a strength of over 12,000 men, stationed at Sidi-bel-Abbes and Saïda. The recruiting is effected exclusively by means of voluntary enlistment, and service is for five years. After that the soldier can re-enlist. The Legion is divided into two classes: A (the Foreign Legionnaires)—foreigners not naturalised as Frenchmen and Frenchmen who enlist in the ordinary way; and B (the French Legionnaires)—foreigners

THE FOREIGN LEGION OF FRANCE—"THE NOVELISTS' OWN."

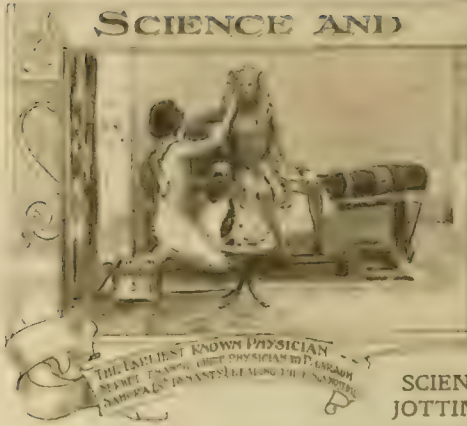
BY J. GEISER.



13. OF THE SECOND REGIMENT: A BRETON.
 14. IN THE LEGION'S BARRACKS AT SAÏDA: THE READING AND WRITING ROOM.
 15. ONE YEAR'S SERVICE; ONE CAMPAIGN: A RUSSIAN.
 16. OF THE SECOND REGIMENT: A SPANIARD.
 17. THREE YEARS' SERVICE; FOUR CAMPAIGNS: AN ITALIAN-SWISS.
 18. OF THE FIRST REGIMENT: A FRENCHMAN.
 19. TWO YEARS' SERVICE; TWO CAMPAIGNS: A GERMAN.
 20. OF THE SECOND REGIMENT: A HUNGARIAN.
 21. IN THE LEGION'S KITCHENS: THE MORNING MEAL READY FOR SERVING.
 22. OF THE SECOND REGIMENT OF THE LEGION: AN ENGLISHMAN.

who have become Frenchmen by naturalisation and those Frenchmen who enlist under the law which says, "Young Frenchmen who have not yet performed their military service may be permitted (as exceptions) to enlist voluntarily for five years in the foreign regiments." On occasion, Foreign Legionnaires are passed into the French Legionaries' section, but this is unusual. The foreign element makes up from 60 to 65 per cent. of the Legion, and is recruited from volunteers of any nationality. Roughly, and allowing for notable exceptions, these men consist of foreigners who have not served in their native land, deserters from foreign armies, and foreigners who have performed their military service in their own lands. Germany, including Alsace-Lorraine, provides about 40 per cent. of the foreign contingent. There are few formalities about enlistment, and very few questions are asked. The officers are recruited in the way described in the article which will be found on another page in this issue.

SCIENCE AND

SCIENCE
JOTTINGS.

WORK AND PLAY

THAT "all work and no play makes Jack a dull boy" is a lesson which present-day England seems to have thoroughly learned. Like most of our knowledge, however, it seems to have been picked up empirically, and to depend on no reasoned argument. Beyond a general idea that physical exercise somehow or other "clears the head," and is therefore properly employed after mental exertion, no one troubles himself to think out the matter; and as with a good many other things, we do what we like doing first, and afterwards persuade ourselves that it is good for us. The question is whether this is really so, and if, after fatiguing the mind, the best thing that we can do is to set to work to fatigue the body.

To decide this question, we must first of all understand what mental fatigue really is. It used to be thought that the mind worked independently of the body, and that the operations of the brain were not physical processes at all. Even now, the nature of these operations is not entirely free from doubt; but it is clear that continued mental application to any subject is a strain on the attention, and that this strain can only be kept up by the expenditure of nervous energy—or, in other words, by excitement of the nerves. It is, further, plain that the excitement of any nerve is accompanied by a decomposition of living substance, which converts its chemical energy into other forms, such as electricity and heat. In the ordinary way, this decomposition is followed by the capture and assimilation from other parts of the organism of secretions which go to reconstitute the substances—mainly albuminous—thus decomposed. It may, therefore, be said that, whatever other factors may be at work, the strain on the attention necessitated by continued mental application to any subject is only kept up by the alternative decomposition and recomposition of living matter.

This is the theory; and its proof, though difficult, is not impossible. Nature always works wastefully, and before the albuminous matter used up in nervous excitement can be replaced its useless remains must be thrown out of the system, as the clinkers and ash must be removed from a steam-engine before new fuel can be introduced. The waste products are, in the case of the nervous system, converted into urea by the kidneys and carbonic acid by the lungs. The measurement of the first-named substance would be complicated by other considerations; but that of the latter is fairly easy, and



NEARLY 150 FEET IN HEIGHT: A REMARKABLE PILE OF BALANCED GRANITE ROCKS IN MASHONALAND.

All the granite rock-formations illustrated on this page are natural. Originally the rocks were supported by smaller stones and by earth. In



A CURIOUS BALANCING FEAT ARRANGED BY NATURE. GRANITE ROCKS RETAINED IN POSITION BY A SMALLER ROCK ON TOP OF THEM.

course of time these last-named were washed away, and in many places the great rocks were left balanced one upon the other. Many of the stones weigh thousands of tons each.



WITH THE REMAINS OF WALLS AND A GATEWAY STILL STANDING: A NATURAL MASHONA STRONGHOLD, SHOWING THE SMALL HOLES (THE BLACK SPECKS) CUT IN THE ROCK AS THE ONLY MEANS OF ASCENT—A MAN IS SEEN ABOUT HALF-WAY UP.



A NATURAL STRONGHOLD USED AS A REFUGE BY MASHONAS FLEEING FROM FADING MATABELES AND AS A FORT BY NATIVES FIGHTING BRITAIN.

These two photographs illustrate a natural stronghold to which Mashonas were wont to flee when pursued by Matabeles, and show part of a "refuge" which is about two hundred yards long, and contains cracks which

make it a veritable rabbit-warren. It is protected here and there by small walls made to fill gaps left open by nature. It figured in the native rebellion against this country, and was eventually taken by our men.

Five Photographs by Hui.

NATURAL HISTORY



is the mode adopted by Professor Alfred

Lehmann (of Copenhagen University) in some experiments of which he gave details to the recent Congress of Experimental Psychology at Berlin. He set two of his assistants to do sums in simple addition and to commit to memory meaningless syllables, and measured the amount of carbonic acid exhaled by them before, during, and after the exercise. The result showed that the amount of carbonic acid produced by their lungs was greater as the fatigue increased, this last being shown by the smaller number of sums executed or of syllables committed to memory at given intervals. There seems no doubt, then, that mental exercise, like physical, means an expenditure of nervous energy, which, in its turn, implies the destruction and replacement of living substance.

As most forms of physical exercise also mean a strain on the attention, with its correspondent train of nervous excitement and the decomposition and recomposition of living substance, it would therefore appear that by changing from mental to physical exercise we are only further increasing the work of an already tired organism. This consideration should not be lost sight of in the case of the immature, the aged, and the weakly, by all of whom physical exercise immediately after mental should be indulged in with caution. But with the great majority of mankind the facts are the other way. It is probable, from the abnormal strength occasionally shown by lunatics, and from other considerations, that the resources of the nervous system are vastly greater than any demands that are likely to be made on them, and that there is, therefore, very little fear of their exhaustion reaching a dangerous point. Moreover, the nerves which actuate the muscles used in physical exercise are emphatically not the same as those employed in mental operations, and while one part of the nervous system is being used, the other is probably enjoying more or less complete rest.

Finally, physical exercise—although, like mental, it increases the output of carbonic acid and other waste products—at the same time quickens the rate of metabolism, or the exchange of fresh for used-up elements in the living tissue. Particularly is this the case when the exercise is taken in pure air and among agreeable surroundings, the physical effect of which may, perhaps, be considered later. In such circumstances, physical exercise as a restorative after the nervous exhaustion produced by mental exercise is certainly beneficial. F. L.

"THE POET OF SCIENCE": A GREAT NONAGENARIAN.

COPYRIGHT PHOTOGRAPH BY P. H. FABRE



KNOWN AT LAST TO THE MAN-IN-THE-STREET: M. JEAN HENRI FABRE, A GENIUS AS AN OBSERVER AND A WRITER WHO HAS NOW GENERAL FAME, AND CONCERNING WHOM A BOOK HAS JUST BEEN PUBLISHED.

Two or three years ago, Jean Henri Fabre, called "The Homer of Insects" by Victor Hugo, and "The Virgil of Insects" by Rostand, was practically unknown save to men of science, and it was only then that even his own countrymen seemed to realise that there was dwelling in their midst an entomologist whose fame must be world-wide: and Fabre is now ninety! In this year of grace there can be few who do not know

of his achievements, thanks to the republication of a number of his most fascinating works, not only in French, but in English; and thanks, too, to the fact that Fabre avoids the jargon of the average scientist, which makes many a subject a closed book to the general reader. There has just been issued a volume entitled "Fabre, Poet of Science." The photograph shows him at the table at which he wrote his "Souvenirs Entomologiques."

ART. MUSIC. & THE DRAMA.



ART NOTES.

THE revived Broadside is being aimed at us. But we, speaking generally, will have none of it. When Mr. Harold Munro opened the Poetry Bookshop some months ago, he intended issuing a series of Broad-sides, or Rhyme Sheets. The issue of one Rhyme Sheet has convinced Mr. Munro that the public is not alive to these advantages. And this even though he has been careful to explain that the Broad-sides of old served the purpose of, for one thing, a weekly paper. The farmer, or his man, bought them at market because they promised a full and accurate account of a highwayman's execution, a dreadful murder, a battle abroad, or the like. The makers of the modern Broadside are probably quite willing to "pretend" at highwaymen or to sham a battle abroad, but the farmer and his man prefer "Reynolds's."

Most modern Broad-sides have a look of the seventeenth or eighteenth century. Those now issuing from the Sign of the Flying Fame all bear a most conceitedly crude cut of a worse than wooden cavalier on a worse than wooden horse, a wooden trumpet to his mouth, and a wooden cloud to his head. It is not thus that you can re-establish the Broadside. Though you can mimic the draughts-manship of Charles the Second's reign, you cannot bring back its public. But Mr. Harold Munro, while he commends the Flying Fame, has not set his heart upon the renewal of the old uses of the Broadside. He would merely have it used for the distribution of poetry, with decorations. The decoration, or cut, the good paper, the separate sheet, these would be the recommendations of the verse, so that it would be treasured instead of being tossed aside with the occasional poetry appearing in the daily papers.



AS PAULETTE VANNAIRE IN "THE REAL THING":
MISS PHYLLIS NEILSON-TERRY, AT THE GARRICK.
Photograph by C.N.



AS WINTHROP CLAYERING, WRITER OF SENSATIONAL SERIAL
DETECTIVE STORIES: MR. J. FISHER WHITE IN "THE SCARLET
BAND," AT THE COMEDY.

Treasured, says Mr. Munro, but not by the collector. It is in order to dodge that hated patron that the Broadside must be sold in unlimited editions at the cheapest rates. The desire to get beyond the specialist, in this case of writing poetry or cutting wood blocks for the people instead of for the person, is characteristic of many movements that have no



THE LION OF HERNARD SHAW'S "ANDROCLES AND THE LION": MR. EDWARD SILLWARD.
AT THE ST. JAMES'S.

vogue. The public, having arrived at the appreciation of Whistler, the painter of artifice, and of Francis Thompson, the poet of artifice, is told that it should really care more for the stark lines of a crude wood-cut and the monosyllabic verses of the Broadside. "What you really want," says the Keeper of the Poetry Bookshop, "is something at twopence coloured and a penny plain."

Nor is the collector to be denied. I know a sculptor who has modelled a Madonna and Child, very severe in design and execution: the appeal it makes and makes beautifully, is to the instinctive sense of devotion. It is inelegant, almost primitive, so that no lack of education in aesthetics need bar the first comer's way to it. Now the sculptor has no difficulty in selling bronzes of this group at ten guineas; collectors leap at them. But for a plaster version at half-a-crown—alas! where is the public? The bronzes are limited; they are bought in haste. The plasters are unlimited; they are unregarded.

Meanwhile tragic things are happening in Westminster Cathedral. The Stations of the Cross, several of which have been put upon their trial in the white marble frames long since prepared for them, would seem to be planned as a concession to public taste as it is supposed to be, and not, like the little plaster of which I have spoken, based on the assumption that public taste can be lifted clear of paltry prepossessions. Mr. Munro cannot force people to buy his Broad-sides, the sculptor cannot force the public to buy his plasters. But here in Westminster is a chance in a thousand of forcing a good thing upon the faithful. E. M.



THE PLAYHOUSES.

"THE SCARLET BAND," AT THE COMEDY.

THERE are shocks and thrills in abundance to be had from the new American play now staged at the Comedy, but they have to be waited for patiently. It takes a lot of talk to set Messrs. Emerson and Baker's plot going, though from the first, when the pallid little typist, Margaret Holt, rushes in, strangely distraught, and she is followed by a detective-story writer full of a real case of murder a girl has committed who has baffled police pursuit, we feel ourselves promised sensational effects. For here,

obviously, close together are the murderess—oh, be sure not without excuse for her crime!—and the man who is to track her down and force her into confession. The scene comes, the promise is fulfilled, when the detective, dictating to her his 'reconstruction' of the 'story of the murder, picks up clues as he goes along, describes the personality of the wanted "girl" from the shrinking figure before him, makes twist after twist of torture till she gasps, breaks down, and starts telling the truth. An extremely clever trick is employed at this point to avoid tiring the audience with repetition, for the curtain falls just as she got through the first sentence of her confession. But the amateur detective is soon won over to her side, for she is a victim of the White Slave traffic, has fought for years a gang of Scarlet Bandits who prey on women as well as property, and only killed the leader to save her own gallant brother's life. It is against this band, therefore, that the novelist of crime employs his abilities,

and the play ends with an exciting scene in which the gang are captured. Some affecting acting by Miss Marie Doro, and Mr. Fisher White's masterly study of the eccentric student of criminology, have their share in making "The Scarlet Band" a very acceptable entertainment.

(Other Playhouse Notes elsewhere in the Number.)



AS MARGARET HOLT IN "THE SCARLET BAND":
MISS MARIE DORO, AT THE COMEDY.

THE LATEST BY BERNARD SHAW: THE MUCH-DISCUSSED "FABLE PLAY."

PHOTOGRAPHS BY NEWSPAPER ILLUSTRATIONS.



ANDROCLES AND THE LION: MESSRS. O. P. HEGGIE AND EDWARD SILLWARD, AT THE ST. JAMES'S THEATRE.

Mr. George Bernard Shaw's latest work for the theatre, "Androcles and the Lion," which is described by the author as a "Fable Play," and has already aroused much discussion, was produced at the St. James's on September 1, with

Mr. O. P. Heggie as Androcles; Mr. Edward Sillward as the Lion; Miss Lillah McCarthy as Lavinia; Mr. Ben Webster as the Captain; Mr. Leon Quartermaine as the Emperor; Mr. Donald Calthrop as Lentulus; and with other excellent actors to complete the cast.

TWO NON-REGNANT HOUSES UNITED: THE WEDDING OF KING MANUEL.

PHOTOGRAPHS BY SWAINF



1. THE FATHER OF THE BRIDE: PRINCE WILLIAM OF HOHENZOLLERN | 2. PHOTOGRAPHED AT RICHMOND: PRINCESS AUGUSTINE VICTORIA OF HOHENZOLLERN AND KING MANUEL. | 3. THE MOTHER OF THE BRIDE: QUEEN AMELIE.
4. THE BRIDE AND BRIDEGROOM: PRINCESS AUGUSTINE VICTORIA OF HOHENZOLLERN, ONLY DAUGHTER OF PRINCE WILLIAM, HEAD OF THE NON-REGNANT HOUSE OF HOHENZOLLERN; AND KING MANUEL, SON OF THE LATE KING CARLOS OF PORTUGAL AND REIGNING IN PORTUGAL FROM THE DEATH OF HIS FATHER UNTIL THE SETTING-UP OF THE REPUBLIC.
- It was arranged that the wedding of King Manuel and Princess Augustine Victoria of Hohenzollern should be celebrated at Sigmaringen, the home of the bride, on September 4. The bride was born on August 19, 1890; the bridegroom on November 15, 1889. King Manuel has taken Fulwell Park, Twickenham, for his residence in England. At the moment of writing, it is not known what title will be given to his wife. She may be styled "her Royal Highness the Duchess of Saxony," or "Queen Augustine Victoria."

THE CAMERA AS RECORDER: NEWS BY PHOTOGRAPHY.



AT THE PRESENTATION OF NEW COLOURS TO A BATTALION OF A REGIMENT HE HAS BEEN CONNECTED WITH FOR SIXTY YEARS: LORD ROBERTS AND THE 4TH BATTALION GORDON HIGHLANDERS (TERRITORIALS) AT ABERDEEN.

Lord Roberts on August 29 visited Aberdeen, where he received the freedom of the city. In the afternoon he presented new colours to the 4th Battalion Gordon Highlanders (Territorials) and inspected National Reservists, Boys' Brigades, and Boy Scouts. The two latter ceremonies took place on the Aberdeen links.



A WELL-MEDALLED VETERAN WHO IS SAID TO BEAR A STRIKING RESEMBLANCE TO LORD ROBERTS: COLOUR-SERGEANT MACRESE AMONG THOSE PRESENT AT ABERDEEN, WHERE LORD ROBERTS INSPECTED NATIONAL RESERVISTS.

Addressing the battalion, Lord Roberts said that it was nearly sixty-two years ago that he first became connected with the Gordons. In the left-hand one of the above two photographs may be seen, besides Earl Roberts, Major Lewis and Lord Provost Maitland.



CITIZENS OF THE TOWN WHICH THE THAW CASE HAS PLACED ON THE MAP OF CANADA: THE CROWD LEAVING THE COURT HOUSE AT SHERBROOKE AFTER SOME OF THE PROCEEDINGS.

The people of Sherbrooke are grateful to Harry Thaw for the attention which he has attracted to their town. They are consequently in no hurry to part with him, and have applauded him at his appearances in the Court House. He, on his part, has said that "Sherbrooke is better than Matteawan. I could spend a merry Christmas in Canada." He has expressed himself ready to make any sacrifice in order

to remain in Canada, even the sacrifice of his American citizenship. The object of the New York lawyers who went to Sherbrooke was to secure Thaw's deportation to their State. It was expected that the proceedings on September 2 would result either in his being extradited on a charge of conspiracy, or liberated on a writ of *habeas corpus*, and possibly sent back to the United States as an undesirable alien.



THE OPENING OF THE OYSTER SEASON AT COLCHESTER: THE MAYOR SLINGING THE FIRST DREDGE OVERBOARD IN PYEFLEET CREEK.

The inauguration of the oyster fishery season was performed with traditional solemnity at Brightlingsea, near Colchester, on August 28, in accordance with ancient custom and a charter over nine hundred years old. The Mayor of Colchester, Councillor W. Coats Hutton, wearing his robes and chain of office, the Town Clerk, in wig and gown, and the Town Sergeant, with mace and three-cornered hat, led the



"THREE CHEERS FOR THE KING!" THE MAYOR OF COLCHESTER, THE TOWN CLERK, AND THE TOWN SERGEANT AT THE OPENING OF THE OYSTER SEASON.

proceedings. After the Town Clerk had read a proclamation, the Mayor called for three cheers for the King. Then, standing at the beam of a dredger in Pyefleet Creek, he slung a dredge overboard, and consumed the first oyster of the season from those caught in the dredge. Brightlingsea, it may be mentioned, is the home of the famous "Colne" native.

LITERATURE

IVANHOE:—

THE TOURNAMENT AT ASHBY-DE-LA-ZOUCH.

LORD ROBERT CECIL.

Training Young Horses to Jump.

It was the immortal Mr. Jorrocks who observed "that there was no young man wot would not rather have a himputation on his

morality than on his 'ossmanship." Perhaps that is why moral homilies are more numerous than treatises on riding, for, as long as youth lays itself open to "himputations," there is work for the moralist, while the riding-master has to deal with less reluctant pupils. Yet it is well that practical lessons in the art of horsemanship should be based on sound theoretical knowledge, for riding and horse-training are not always learnt from the best teachers, and faults, both in horses and men, are more easily prevented than cured. Hence the great value and importance to the young horseman of such an excellent little volume as "Training Young Horses to Jump," by Mr. Geoffrey Brooke, of the 16th Lancers (Lawrence and Jellicoe), which is issued with the imprimatur of the Commandant of the Cavalry School, Colonel J. Vaughan, D.S.O. In his preface, Colonel Vaughan writes: "It has been the author's duty as an instructor at the Cavalry School to study the subject thoroughly; and in placing his experience and methods before the public he is voluntarily giving away valuable knowledge. . . . I heartily commend these pages to my brother officers, and feel sure that they will be read with equal interest by all horsemen, whether military or civilian." The book, in fact, is not only concerned with training horses for military purposes, but also for taking fences in the hunting-field, for steeplechasing, and for show-jumping. It is eminently practical, and the instruction given is detailed and thorough, and very clearly explained. One lesson the author constantly enforces, and that is untiring patience and care in preserving a horse's self-confidence. Besides

Whose new book, "Our National Church," written in collaboration with the Rev. H. J. Clayton, will be published shortly by Messrs. F. Warne.

Photograph by Swaner

the chapters on the actual jumping, there is one containing a number of very useful "hints for preventing some of the numerous troubles that occur with young horses," in the matter of ailments, injuries, and general conditioning. Some pleasant

of literary style—not, as Matthew Arnold said of Wordsworth, "bald as the bare mountain-tops are bald," a quality which might not have been unnatural in one who has traversed the mighty mountain-ranges of Tibet, but rich in colour and picturesque descriptive power. Moreover, it is instinct with humour and genial kindness towards the curious races among whom he moved—"My old friends," as he calls them,

"the amiable, unassuming nomads"—and towards all the men and animals who were his companions during the long months when he never saw a European face. It had been his intention to include his travels in Manchuria, Korea, and Japan; but, his space being limited, he wisely decided not to devote it to well-known countries when he could tell of "regions never before trodden by the foot of a white man." "Before me," he can claim, "no European, nor even an Asiatic of note, had penetrated to the true sources of the Indus and the Sutlej, and the position of the source of the Brahmaputra had never been determined." Besides the story of his own experiences, several chapters contain an interesting historical review of the journeys of previous explorers. It would convey little to the reader to outline Dr. Sven Hedin's own itinerary with a string of unfamiliar names. The value of the story is in the telling, and in the grandeur and strangeness of the things told. Every aid to tracing his route is afforded by a map, while his abundant photographs and drawings enable the reader to visualise the people and places he saw. Suffice it to say that the opening chapter discovers him at

the source of the Indus; the last chapter brings him back to civilisation at Simla. He has much to tell of remote Tibetan monasteries, while his frequent crossings over the swirling Sutlej in precipitous ravines, by crazy bridges of plank or cable, are as thrilling as any tale of perilous mountain climbs.



THE IMPORTANCE OF CORRECTLY PLACING THE RIDER'S WEIGHT: ASSISTING THE HORSE BY LEANING FORWARD AT THE TAKE-OFF.

"This picture shows the horse in the act of propelling the body from the ground. The effort is borne from the loins downwards. Notice the straightening of the hock and pasterns and the final propulsion given by the toes. Here again the horse is assisted by the rider's weight being brought forward."

By Permission of Captain Paul Rozsanko.

TRAINING YOUNG HORSES TO JUMP.

By GEOFFREY BROOKE, 16th Lancers, Cavalry School.

Illustrations Reproduced by Courtesy of the Publishers, Messrs. Lawrence and Jellicoe

literary touches, like the profound saying of Mr. Jorrocks already quoted, and verses from "The Dream of an Old Meltonian," by W. Bromley Davenport, add to the book's readable character. It is illustrated with three colour-plates and thirty-four illustrations in black and white, which in themselves are remarkably instructive as to the correct positions to be assumed by horse and man in the various stages of jumping.

"Trans-Himalaya."

Dr. Sven Hedin has now fulfilled the promise which he made three years ago—that is, to add a third to the two volumes on his Tibetan journeys of 1906-8 then published, to complete the popular narrative for the general reader, as distinct from the scientific record. This third volume, "Trans-Himalaya" (Macmillan), is fully as fascinating as its predecessors. It is on the same high level



SCHOOLING WITHOUT "WINGS": A METHOD CARRIED TO A FINE ART IN ITALY.

"If schooled over fences without wings, your horse can be relied upon to jump exactly where you put him at a fence when he is out hunting. . . . Dispensing with wings when schooling is an excellent and certain method of attaining this desideratum."

By Permission of Captain Paul Rozsanko. From "Training Young Horses to Jump."



THE EDUCATION OF A JUMPER: DOWNHILL WORK TO TEACH THE HORSE BALANCE.

"The horse is learning to bring his weight back and support it on his hocks, which come well under him as he moves or stands on the hill. The rider's hand must keep the horse's head raised, and pressure of the legs must keep its hindquarters under him."

From "Training Young Horses to Jump."

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LADIES' PAGE.

A DISCUSSION has been aroused as to the future of the college-trained girl. It is unquestionably the case that there are not the openings in life that might be wished for to be found by the ambitious and talented young women who take degrees, very often with high honours, at the Universities. Their brothers find occupation in many fields that are closed to girls—some in which the obstacles are really of a natural order, and others that are artificially restricted. Of the latter class, the legal profession serves as an example. The men who are inside it hold the gates tightly closed against all women who ask leave to enter after they have gained degrees in law; this barrier of privilege being none the less accompanied by loud assertions on the part of those who maintain it that women are so naturally unfitted for legal work that if they were given entry into a free field of effort they would be assuredly quite unimportant as competitors. Of the occupations denied by real and natural obstacles to women, no matter how clearly they have shown their brain-power and their steadfastness of will by their success in higher education, may be mentioned all those thousands of Civil Service posts that are concerned with the government or administration of our Imperial possessions. It is obvious that the fittest of women from the individual point of view could not be suitably sent to reside alone in remote districts of India or half-civilised places in British Africa, there to govern or to organise the affairs of the native population. When one considers how many of the avocations that offer opportunities to young University men are barred against women of equal acquirements and abilities by one of these two kinds of obstacle, it is no wonder that the opening of higher education seems to many women now but a barren success, so far as its legitimate end of preparing for a self-supporting career is concerned. A very large proportion of girls with University degrees have to turn to teaching for their profession, although they may have no particular taste or talent for such work.

Of course, one has always to remember that marriage is very likely to mean the close of a woman's self-supporting or money-making career. Matronage is a profession to women. St. Paul's ideal, "To bear children and guide the house," forms an occupation that can well engross all the time and the whole talents and faculties of the woman who undertakes it. But, as we know, the surplus of women in this country prevents a large number of girls from having the chance of embarking on that particular career. Besides, one of the arguments urged most warmly in favour of the admission of girls to higher education was that thereby they would gain the power of self-support, to free them from the necessity of seeking it in marriage, so that congenial and unsuitable matches made for no other reason than the need of securing an occupation might cease to be necessary. Even when self-support does not enter into the case, the tedium of an empty life is frequently keenly felt, and the daughters of rich men are nowadays often as



A DAINY EVENING DRESS.

Draperies of satin gracefully arranged, with the corsage chiefly of lace, and a deep swathed belt of the satin compose this pretty effect.

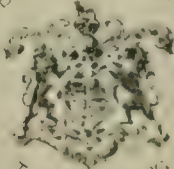
anxious as those of parents less wealthy to "do something" to make existence useful and interesting.

Now I have a practical suggestion to make to the fathers of clever girls. Why not let them go into business? How often is it the case that young women who are the daughters of able and successful men of business visibly inherit the talents of their fathers in precisely that direction! Yet the fathers who would not for a moment be willing to consider for their sons any other career than that of stepping into the business that the fathers have built up, will only allow their daughters to eat their hearts out in idleness, or to take up higher education that is not really much to their taste, and, when obtained, leads them to nothing; while, for lack of a son, the business will pass into the hands of strangers. Why does not the large tradesman, the prosperous merchant, take his girl, in her teens (provided she displays a suitable character and ability, and enjoys good health), into his business, just as he would have done his son? Some of the great businesses in France owe their inception or prosperity to women; many amongst English girls have real business talent and aptitude; why not, then, in suitable cases, take the daughter into the father's business and train her, first to help, and ultimately to succeed her father.

It is amusing to pass through London just now and note the new fashions peeping forth like early flowers in spring. Millinery is always early in showing the trend of the coming season's styles. Small hats are to be quite the most in vogue. The huge, spreading *chapeaux* of a couple of years ago have taken their departure absolutely, and now the milliners and their customers are discovering small hats that do not hide the face to be infinitely the more becoming. They are being arranged to sit over to one side a good deal in many cases; the tilt is usually to the right, and this shows off the trimming massed to the left side. At that situation, a high upright feather, a fancy plume, a brush aigrette, or a tall twisted bow gives height to the effect, albeit the crown is quite low and round and unobtrusive, and the brim very trifling. Velvet is already the most employed material for hats, and it is combined very effectively with either tulle or lace. A close-fitting crown of velvet, with a frill of tulle all round the face like a halo, and a band of ostrich-feather trimming set between crown and brim, is a pretty style seen frequently. Soft crowns in *chameuse* are also used with tulle brims, and little caps of white lace edged with quillings of black tulle, and a band of velvet in some very bright colour round the head, supporting the tulle frillies on its edge, are a piquant form of head-gear for the autumnal season. Felt hats are ready, too, but they are trimmed with the simple and useful morning adornment of bows of ribbon or velvet, and perhaps a wing or two.

That excellent and most famous marking-ink, "John Bond's Crystal Palace," with a reputation of a century behind it, is to be had either in a heating or non-heating variety, both clean to use and lasting in effect; and the new "Bond's Cabinet," containing ink, special pen, and stretcher, should be asked for at any stores or chemist's. FILOMENA.

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"FABRE, POET OF SCIENCE."

(See Portrait on page 371)

THE former custom of waiting till a man's death before writing his life has fortunately fallen into abeyance, for it gave biography the character of an obituary, and turned the living into the dead. There was no justification for it, except that it gave the biographer greater latitude to criticise his subject. In the case of

born on Dec. 22, 1823, at Saint-Léons, a little commune of the Canton of Vézins in the Haut Rouergue. There the wonders of Nature, and the insect world especially, struck his imagination from earliest boyhood. "The fairy tales of science" were far more marvellous to him than "the fairies who turned pumpkins into coaches." At school "the Virgil of insects," as Fabre has been called, learned to construe Virgil, and to love his descriptions of Nature. He was not among the scientists who despise the humanities. "He has a particular affection for Virgil; one may say that he is steeped in his poetry; and he knows La Fontaine by heart." Strangely enough, he found Darwin's "Origin of Species" wearisome, though he had a great respect for Darwin and his work, and corresponded with

him. He did not, however, agree with Darwin's theory of evolution. Darwin, on his part, recognised Fabre's genius, and in one of several allusions to him in "The Origin of Species," calls him "that inimitable observer." It is pleasant to think that the great Frenchman, not for many years a prophet in his own country, was thus early appreciated by British scientists. Another great Englishman who knew and helped him in adversity was John Stuart Mill. At a time of stress in Fabre's life Mill lent him £120, which Fabre repaid. Fabre began life as a school-teacher, and then became Professor of Physics at Ajaccio. In 1854 he took up entomology, and spent twenty years at Avignon University, as assistant-professor, with a salary of £64. He also wrote many text-books for schools. His

lectures at Avignon were denounced as subversive by the clerical authorities, and in 1871 he left and settled at Orange. A few years later he quitted Orange and found a retreat in the little village of Sérignan, near Mont Ventoux; where he has since remained for many long years. M. Fabre has been twice married. The domestic events of his life are not recorded quite as fully as his scientific achievements, and Dr. Legros is rather sparing of dates. The only illustration is a portrait of M. Fabre. Others, of his family and his homes, would have been welcome, as also would a bibliography. Apart from these minor points, the book is wholly delightful.

In the Municipal College, Bournemouth, on Sept. 2, the thirty-sixth annual meeting of the Library Association opened its proceedings. The Mayor, Alderman H. S. McCalmont Hill, welcomed the delegates to Bournemouth, and the Earl of Malmesbury, as President of the Association, responded. In his address, Lord Malmesbury dealt with the educational value of libraries, and drew an amusing contrast between the professional educationist and the librarian. The educationist, he said, "was often gentle, vague, and inconsequent, with occasionally a mild tendency to kleptomania in books and umbrellas, and a complete ignorance of 'Bradshaw.'" Librarians had "patience, tact, judgment, and practical knowledge of mankind."



THE LORD LIEUTENANT OF IRELAND AT THE DUBLIN HORSE SHOW: THE EARL AND COUNTESS OF ABERDEEN ARRIVE IN STAIR AT BALL'S BRIDGE.

Jean Henri Fabre, the veteran French naturalist, who has only of late years come into his own and won his full meed of fame, there was less reason than ever for delay. He has passed by ten years or more that age of which the Psalmist said: "Then is his strength but labour and sorrow," and he has disproved that dictum, for he has given up active work and is happy contemplating the results of his toil. The story of his life is told, as it should be told, by a devoted disciple, Dr. C. V. Legros, and an English translation, by Mr. Bernard Miall, has now appeared under the title, "Fabre, Poet of Science" (Fisher Unwin), with a preface by M. Fabre himself. The author of the "Souvenirs Entomologiques," son of a farmer, who later became a café-keeper in Toulouse and various other places, was



A GREAT SUCCESS IN SPITE OF TRAMWAY STRIKES AND RIOTS: THE DUBLIN HORSE SHOW—THE LORD LIEUTENANT OF IRELAND ARRIVING IN STATE.

The principal days of the Dublin Horse Show were over before the serious rioting began, although the tramways were already partially stopped. The Show opened at Ball's Bridge on August 26. The Lord Lieutenant (the Earl of Aberdeen) paid an informal visit on that day, and drove to the Show in state on the 27th, with a cavalry escort of the 5th (Royal Irish) Lancers; and also on the 28th. On the latter day, Lord and Lady Aberdeen were accompanied by the Yuvaraja of Mysore. The Show ended on August 29.

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WILLS AND BEQUESTS.

THE will and codicils of Mr. WILLIAM MORRIS, of 25, Albany Villas, Hove, who died on July 11, have been proved, and the value of the estate sworn at £134,802. The testator gives £5000 to his son; £100 each to his executors, John Wilson Crisp and William Thomas Dulake; an annuity of £150 to his niece Elizabeth Kück; £1000 each to Edith Mary Kück, Helen Sarah Tryer, and Dorothy A. R. Kück; and the residue as to one-third to his son William, and one-third in trust for each of his daughters Ada Wearne and Caroline Wearne.

The will (dated Dec. 18, 1911) of Mr. ARTHUR HENRY AYLMER MORTON, of 80, Eaton Place, formerly M.P. for Deptford, who died on June 14, has been proved, and the value of the property sworn at £146,208. He gives £1000, household effects, plate and jewels, and an annuity of £2250 to his wife; £1000 to King's College Hospital; £105 to his sister Cecil Lightly, and £1000 each to her daughters Ethel and Lily; £750 to Charles Alfred Morton; £105 to his brother the Rev. Ed. H. Morton, and £2250 to his three sons; £1000 to Constance Isabella Morton; a few small legacies; and, on the death of Mrs. Morton, a silver presentation-bowl and two silver candlestick branches to King's College, Cambridge, as part of the College plate. The ultimate residue goes to the Bishop of London's Fund.

The will of Mr. ARTHUR BUCKLEY, of Tunstead, Greenfield, Saddleworth, Yorks, and Bank Street, Manchester, who died on May 14, is proved by his three sons, the value of the property being £89,867. The testator gives lands and premises to his son Richard; £8500 in trust for each of his daughters Florence and Kate; £1000 and during widowhood the income from £16,000 to his wife; and the residue to his sons Richard, Francis, and George Hert.

The will (dated May 19, 1905) of EARL NELSON, of Trafalgar, Wilts, and Merton, Surrey, who died on Feb. 25, is proved by his sons, the value of the estate being £87,853. The Barford and Brickworth estates he settles on his son, the present Earl Nelson, and his male issue, with remainder to his other son; and pictures, busts, and relics of Admiral Lord Nelson are to devolve as heirlooms with the title. He gives £3000 to his son the Hon. Edward Agar Horatio Nelson; and the residue of the personal property to his elder son.

The will of Mr. ALFRED TOLHURST, of Stangrove Park, Edenbridge, who died on Jan. 12, is proved by three of his sons, the value of the property being £192,384 8s. 11d. The testator gives the household and personal effects to his wife, who is already provided for, and the residue to his children.

The will and codicil of the Hon. ALFRED TALBOT, of Little Gaddesden House, Berkhamstead, Herts, and 28, Cadogan Gardens, Chelsea, who died on May 9, are proved by his brother Major-General the Hon. Sir Reginald Arthur James Talbot, the value of the property amounting

to £80,892. He gives the leasehold premises, 28, Cadogan Gardens, to his eldest son; £3000 to his daughter Kathleen; and the residue as to one moiety to his eldest son, and the remaining moiety to his other children.

The following important wills have been proved—

Mr. John Price, South Bank, Lansdowne Road, Wimbledon . . . £196,974
Mr. David Smith, Panmure Terrace, and Calcutta Buildings, Dundee . . . £159,848
Mr. Robert Herbert Mackworth Praed, Micklem Downs, Surrey, and Orielton, Pembroke . . . £120,391
Mr. Hugh Ripley, Welham Hall, Malton, Yorks . . . £112,362

CHESS.

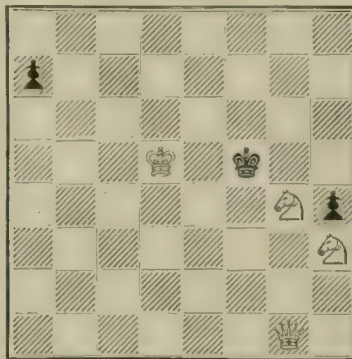
TO CORRESPONDENTS.—Communications for this department should be addressed to the Chess Editor, Milford Lane, Strand, W.C.

RUDOLF L'HERMET (Schönebeck).—We are sorry to find on another examination that your problem admits of a second solution by 1. P to B 4th, K to B 7th, 2. Q to R 4th (ch), etc.; and if Black play 1. K to B 8th then 2. P to K 4th.

R D B (Chelsea).—The contest is confined to British players.

I SMART (Bristol).—Your further contribution is somewhat simple; but as a neat little exercise, we are giving it publication.

PROBLEM No. 3616.—By J. SMART.
BLACK.



WHITE.

White to play, and mate in three moves.

SOLUTION OF PROBLEM No. 3613.—By JEFFERY JENNER.

WHITE.

1. Kt to Q 5th
2. Kt to K 3rd
3. Q or P mates

BLACK.

- K to K 4th
- Any move

If Black play 1. B takes Q, 2. Kt to K 7th (ch); if 1. Kt takes Kt, 2. P takes P (ch); and if 1. K to K 3rd or P takes P, 2. Kt to K 3rd (ch), etc.

CORRECT SOLUTIONS OF PROBLEMS Nos. 3605 and 3606 received from E. G. Jarvis (Claremont, Western Australia); of No. 3608 from C. A. M. (Venang); of No. 3610 from R. Tidmarsh (Vernon, B.C.); J. W. Beatty (Toronto); H. A. S. (Toronto, U.S.A.); and J. B. (Madrid). Of No. 3611 from J. W. Beatty, R. J. Lonsdale (New Brighton), J. J. B. and W. N. K. (New York); of No. 3612 from W. N. K., J. B. Canara (Madeira), R. Murphy (Wexford), H. G. Brandreth (Mudford), and C. Barretto (Madrid); of No. 3613 from F. Wills (Edington), Captain Challice (Great Yarmouth), C. A. P. F. G. (Weymouth), J. Isaacson (Liverpool), J. Gamble, Bela Kurek (Budapest), R. Murphy, D. Price (Taylorstown), A. L. Payne (Lazonby), and Arthur Perry (Dublin).

CORRECT SOLUTIONS OF PROBLEM No. 3614 from J. Deering (Cahara), F. W. Young (Shaftesbury), J. Smart (Bristol), J. Isaacson, H. F. Deakin (Fulwood), J. Green (Boulogne), G. Stillingfleet Johnson (Seaford), J. Cohn (Berlin), H. J. M. L. Schlu (Vienna), E. J. Winter-Wood (Paignton), R. Worters (Canterbury), H. S. Brandreth, R. Murphy, W. C. D. Smith (Northampton), W. Little (Marple), F. Wills, J. C. Stackhouse, J. Wilcock (Shrewsbury), J. Fowler, H. Grassett Baldwin (West Malling), and J. Dixon.

CHESS IN ENGLAND.

Game played in the Championship Tournament of the British Chess Federation at Cheltenham, between Messrs. J. MAHOOD and W. GIBSON. (Vienna Game.)

WHITE (Mr. M.) BLACK (Mr. G.)
1. P to K 4th P to K 4th
2. Kt to B 3rd Kt to K 3rd
3. P to B 4th P to Q 4th
4. B P takes P Kt takes P
5. Kt to B 3rd B to K 2nd
6. B to K 2nd Castles
7. Castles B to K 3rd
8. Q to K sq P to Q 4th
9. P to Q 3rd Kt takes Kt
10. P takes Kt P to Q 5th
11. Q to Kt 3rd K to R sq
12. Kt to Kt 5th Kt to B 3rd
13. P to B 4th Q to Q 2nd
14. B to Q 2nd Q R to K sq
15. Q to R 4th P to K R 3rd
16. R to B 6th B to B 4th
17. R to K B sq B takes R
18. P takes B R takes B
19. P takes P (ch) K takes P
20. Kt to K 4th B takes Kt
21. B takes P (ch) Kt to Kt sq
22. P takes B Kt to K 4th
23. Q to Kt 5 (ch) Kt to Kt 3rd
24. Q to B 6th R takes P (ch)
25. K takes R Q to Kt 5th (ch)
26. K to B 2nd Q to Kt 5th (ch)
27. Q takes Q Kt takes Q
28. B takes R K takes B
29. K to Kt 3rd Resigns
The game has been very prettily and vigorously handled by White from his twelfth move onwards.

We report with much regret the death of Mr. Leopold Hoffer, the well-known chess editor of the *Field and Westminster Gazette*, which occurred somewhat suddenly on Aug. 28. He had been actively engaged in his work up to the last moment, but a severe operation necessitated his removal to a nursing home, where he succumbed. Mr. Hoffer held a unique position in the chess world. While not in the rank of a first-class player, his reputation as an analyst and commentator was unrivalled, and both on the Continent and in this country his authority was scarcely ever questioned. He was courteous and genial in his manner. He had a wide circle of friends amongst chess celebrities of every nation, and the sense of his loss will be widespread. His place in English chess journalism will be most difficult to fill, for the standard he has imposed on his successor is an unusually high one.

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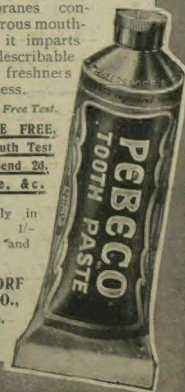
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THE CHRONICLE OF THE CAR.

The Hotel Question.

The vexed question of hotel accommodation has once more cropped up for discussion—not that it is ever really lost to sight, but now and then the matter seems to take on an acute aspect—this time through a letter addressed to the Press by an official of the Automobile Association. The purpose of the letter in question is to dispose of the idea that the motorising organisations—and in particular the A.A.—are not doing their duty in the matter of securing a general improvement in hotel service. The letter appears to me to be timely, and calculated to remove many wrong impressions as to what the associations are doing for us. For my own part, I have never expected the impossible, and have always held the view that our representative organisations are doing well within their scope. Rome was not built in a day, nor can a system be changed without a great deal of strenuous work

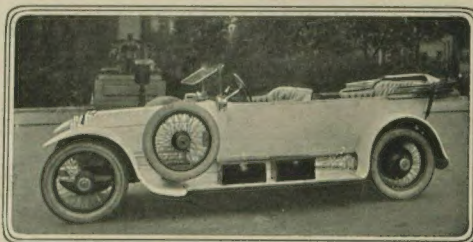
that when the railways came to drive passenger traffic off the roads, hotels of necessity deteriorated, since the demand for their accommodation died down. For years hotel-keeping was a decayed industry, and it was only the advent of the motor-car and its general inducement to people to take to the highways again that gave it a renewed impetus. But the motor-car is even yet young. It is not seventeen years since its use on

on the other hand, I have found others which were all that any reasonable person could expect, and I must say that these are in the majority. And even if the standard is not as high as we should like, it certainly compares very favourably with that of ten years ago, and it is improving every day. I know that if you want a thing, the nearest road lies through agitation, and perhaps it is only by constant iteration of complaint

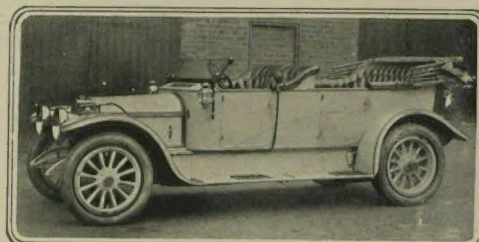
that hotel abuses will ultimately be set right; but at the same time, I do think that it is but common fairness to acknowledge that both the R.A.C. and the A.A. have done much and very valuable work in the requisite direction.

A Notable Performance.

It may be remembered that, a few weeks since, I had something to say upon the matter of devices and compounds designed to prevent the puncturing of pneumatic tyres, and, in particular, spoke in praise of a new compound named "Puncture Seal." This compound has recently undergone an



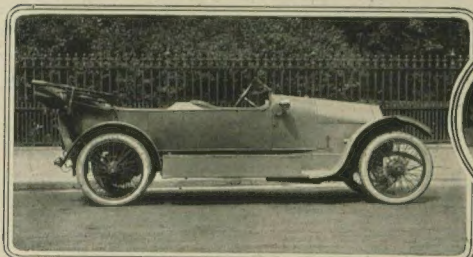
Photo, Argent Archer.
FITTED WITH A VAN DEN PLAS BODY: A 30-H.P. 6-CYLINDER SHEFFIELD-SIMPLEX, SUPPLIED TO MR. HAMILTON DENT FOR CONTINENTAL TOURING



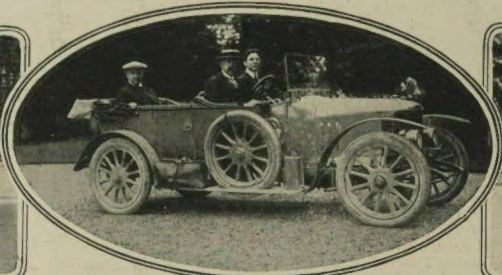
FITTED WITH MICHELIN TWIN TYRES AND RIMS, AS BEING A HEAVY CAR: AN AUSTIN BELONGING TO THE DUKE OF PORTLAND.

British roads was legalised; and though much has been accomplished in the interval, there is much remaining to be done, nor can this be done in five

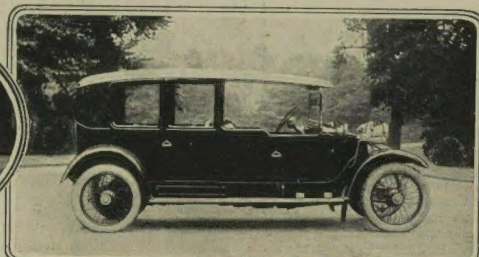
minutes. Moreover, I am not inclined altogether to agree with those who maintain that the standard is hopelessly bad. True, I have struck "hotels" in the country which were absolutely beyond the pale; but,



Photo, Telia.
A SPORTING CAR: AN 18-30 H.P. SIZAIRE-NAUDIN SUPPLIED TO MR. G. A. STRUTT BY MR. STANLEY WRENCH, OF 38, GREAT PORTLAND STREET, THE SOLE CONCESSIONAIRE.



Photo, Wade.
WINNER OF A SILVER MEDAL IN THE LANCASHIRE AUTOMOBILE CLUB'S RECENT RELIABILITY TRIALS: MR. J. NEWTON'S 12-H.P. "N.B." CAR.



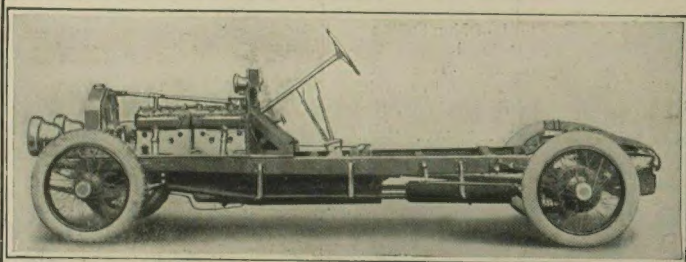
A STYLISH-LOOKING CAR: A RECENT EXAMPLE OF A 38-H.P. 6-CYLINDER LANCHESTER LIMOUSINE WITH A DOMED ROOF.

and effort. Admittedly, the standard of hotel accommodation in these islands, outside of the great cities, is not high; nor, on the other hand, is it quite as bad as some critics would have us believe. It must be remembered

minutes. Moreover, I am not inclined altogether to agree with those who maintain that the standard is hopelessly bad. True, I have struck "hotels" in the country which were absolutely beyond the pale; but,

exhaustive test at the hands of the R.A.C., whose certificate has just been issued. Since this subject of puncture-prevention is of such deep interest, I think it is as well that I should quote an extract from the

(Continued overleaf.)



A 30-50 h.p. six-cylinder Armstrong-Whitworth Chassis.

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Savory & Moore's Cocoa and Milk is highly nourishing, of delicious flavour, and perfectly easy of digestion, even by those who are quite unable to take tea, coffee, or cocoa in the ordinary form. Moreover, it can be made in a moment, as hot water only is required.

TESTIMONY:—"I have used your Cocoa and Milk, and consider it a most excellent preparation, very agreeable in flavour, and superior to tea, especially when taken in the afternoon by those whose digestions are weak."

Tin 2s. 6d. and 1s. 6d., of all Chemists and Stores.

SAMPLE FOR 3d. POST FREE.

A Trial Tin of the Cocoa and Milk will be sent by return, post free, for 3d. Mention The Illustrated London News, and address: Savory and Moore, Ltd., Chemists to The King, New Bond Street, London.

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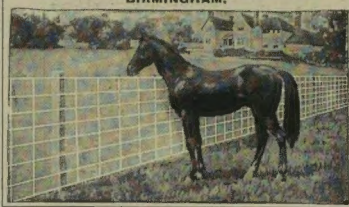
but "Empire" Fence is made of HARD steel galvanized wire, fastened by a scientifically perfect knot which cannot possibly slip the fraction of an inch.

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Won't rust, and has no sharp points such as are often present on one-piece fences galvanized after being made.

"I am very pleased with the wire fence which I had from you in March, 1909. It has had some rough usage during the past summer and winter, and it has stood the test very well indeed."

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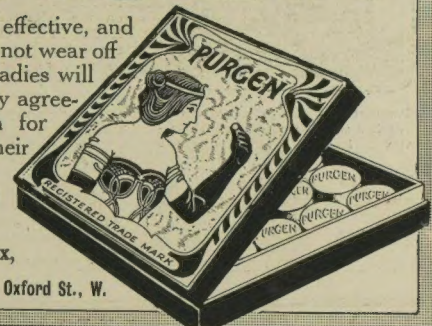
It is astonishing how many people begin the day wearily, and go through it without zest, when they have no ailment that calls for "Doctor's advice." The vast majority are simply suffering from constipation, and only PURGEN is needed to put them right and keep them so. Drastic drugs may remedy constipation for a time, but in the end they always do more harm than good.

PURGEN

is at once mild and effective, and its effectiveness does not wear off by prolonged use. Ladies will find this a particularly agreeable medicine, both for themselves and for their children.

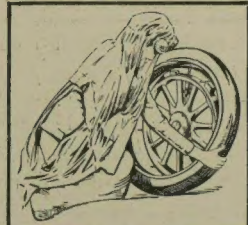
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Always thinking of the possible second puncture which your spare wheel cannot remedy. The Warland Way deals with tyre troubles efficiently. It enables a tube and cover or both to be changed in four minutes, without levers, strain or exertion. Nothing could be quicker, nothing more simple; let our booklet explain, it will be sent free on request.



By unscrewing a few nuts, side flange is removed, enabling top rim and tyre to be lifted off. A spare rim and inflated tyre can then be slipped on and flange replaced in a few moments.

WARLAND DUAL RIM

WARLAND DUAL RIM CO. Ltd.,
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London Showrooms: 111, Great Portland Street, W.

To remove tyre, take off rim as before; contract it and remove gap piece when cover and tube will slip off. A fresh tube can be slipped inside the cover, and the two together, slipped on to the rim, the rim expanded, and gap piece replaced with maximum ease and minimum delay.

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Insist on having Dr. J. Collis Browne's Original and Only Genuine Chlorodyne. Of all chemists, 1/2, 2/6, 4/6.

THE STAND-BY in all HOT CLIMATES.

Oakey's "WELLINGTON" Knife Polish

The Original Preparation for Cleaning and Polishing Cutlery, and all Steel, Iron, Brass, and Copper articles. Sold in Cansisters at 2d., 6d., & 1s. by Grocers, Ironmongers, Oilmen, &c. Wellington Emery and Black Lead Mills, London, S.E.

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WHEN YOU BUY AN UMBRELLA OR SUNSHADE

always open it and look for the trade marks on the frame.

Don't judge by the Handle only. THE FRAME is the VITAL part.

After a test of 60 years
FOX'S FRAMES

ARE STILL THE BEST IN THE WORLD.

Refuse all Substitutes

S. FOX & CO LIMITED PARAGON



ROVING ON THE ROAD: A POPULAR CAR MADE BY THE ROVER COMPANY, OF COVENTRY.

Continued.
certificate, showing how excellently the "Puncture Seal" performed—

Four 815 by 106 mm. inner tubes of standard pattern were treated, the average time taken per tube being sixteen and a-half minutes. The average weight of material injected into each tyre was 4 lb. 6 oz. The valves were then cleaned and the tyres fitted to the wheels. The car used weighed 3095 lb. (27½ cwt., approximately) loaded.

After fitting, the tyres were run 22 miles, at the entrants' wish. They were then punctured by driving into each tyre twelve 3 mm. by 50 mm. wire nails, which were left in buried to the head. In the case of the off rear-tyre the nails were driven in on alternate sides of the centre line of the tread, and one inch from it—namely, on the edge of the tread. In the case of the other tyres the nails were inserted along the centre of the tread. In every case the nails were approximately equally spaced out round the circumference of the tyre.

The car was then driven upon the road, and after 26 miles had been covered, and the

car had stood overnight, each tyre was further punctured in three places early during the second day's run by a 3½ mm. bradawl. On the third day, after a few miles had been covered, the car was driven at a speed of about 15 miles per hour once over two boards (one for each side of the car), 54 ft. long, in which were standing up wire nails, spaced two inches apart, and projecting approximately one inch. At the end of the third day's run a total distance of 363 miles had been covered. The pressures were recorded after the tyres had stood for two days and three nights.

Pressures are given in lb. per sq. inch.

Tyre.	Initial Pressure.	Fall in Pressure after Nail Punctures.	Pressure at end of Trial.	Loss of Pressure during Trial.
Off front ..	66	nil	62	4
Near front..	71	3	61	10
Off rear ..	70	nil	nil	(see notes)
Near rear ..	69	nil	64	5

The initial pressure in the case of the near front tyre was measured forty-five minutes before the puncturing of the tyre, and not immediately before, as in the case of the other three tyres. During the trial the valves of the tyres were tested and found not to leak.

Before the start of the third day's run, the pressure in the off rear-tyre having fallen during the night to 37 lb. per sq. inch, the tyre was re-inflated to 70 lb. per sq. inch. At the end of that day—i.e., at the end of the road trial, the pressure, taken when the tyre was warm, was 43 lb. per sq. inch.

W. WHITTALL.

At the recent International Congress of Medicine, a gold medal was awarded to Vittel Grande Source. Purchasers of that commodity may therefore feel secure in the knowledge that it possesses the highest medical approval.

At Walton Heath, the other day, the London Scottish Societies' Golf Tournament was played off, and resulted in a victory for the Glasgow and Lanarkshire Association. The cup which forms the trophy for the tournament is presented by the proprietors of Perrier Table Water.

Motorists will be interested to learn that an official communication from the French War Office has been received by the Dunlop Rubber Company intimating that the two Delahaye lorries, fitted with Dunlop tyres, which took part in the military trials, have qualified for the premium offered by the French Government.

Egyptologists will be interested in a notable volume just issued from the offices of the Egypt Exploration Fund—"The XI. Dynasty Temple at Deir-el-

Bahari, Part III." This makes the thirty-second Memoir of the Egypt Exploration Fund, published by order of the Committee.

Messrs. Williams and Norgate have just added several volumes to their popularly erudite Home University Library of Modern Knowledge, published at 1s. net cloth each, or 2s. 6d. in cloth gilt. They are these—"Germany of To-day," by Charles Tower; "A History of Freedom of Thought," by Professor J. B. Bury, LL.D.; "Plant Life," by Professor J. B. Farmer, F.R.S.; "Ancient Art and Ritual," by Dr. Jane Harrison, LL.D.; and "The Writing of English," by Professor W. T. Brewster.



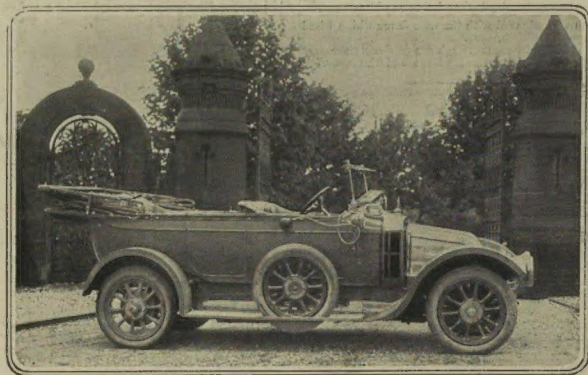
COMPETED FOR BY SEA-ANGERS: THE FOLKESTONE TROPHY.

The trophy was presented to the National Federation of Sea Anglers by the Folkestone Sea Angling Association for the annual festival held there this year. It was designed and made by the Goldsmiths and Silversmiths Company, of 112, Regent Street, W.



PRESENTED BY MESSRS. SCHWEPES TO THE ENGLISH COUNTY GOLFERS' ASSOCIATION IN LONDON: A 100-GUINEA GOLD CHALLENGE CUP.

The cup was won by Colonel E. T. Clifford and Mr. M. Bowdon Snell, of the London Devonian Association. It was designed and made by Messrs. Elkington.



MUCH IN FAVOUR: A 159-H.P. ARROL-JOHNSTON PETROL 5-SEATER TOURING CAR.

THE EVENING BACK

If it were better known that Backache, Dropsy, Rheumatism, Sediment, Gravel and Stone point to Kidney Disease, there would be fewer fatal cases than there are.

Backache in the evening and backache in the morning. The same pains, the same worry, the same cause.

How many people suffer constantly from lame, aching backs, and don't know why?

Backache is kidney-ache in most cases. The kidneys (located in the small of the back) ache and throb with dull pain, because there is a congestion or inflammation within. You can't get rid of that ache until you cure the cause—the kidneys. Doan's Backache Kidney Pills cure kidney ills, and thus drive away backache for good.

If it hurts your back to stoop or lift—if you suffer sudden, darting pains through the hips, loins, and sides, suspect the kidneys. There will be other signs, too: headaches, dizziness, scanty or painful urination, too frequent urination, rheumatism, sediment, nervousness, or a constant



tired feeling. Thousands have found quick relief and lasting cures by the use of Doan's Backache Kidney Pills.

Doan's Pills have a quick and direct action on the kidneys and bladder. They promote a free flow from the urinary system, washing out clogging impurities from the passages, and draining out the collected water through the natural channels. They gently lead the kidneys back to health and activity, and thus reach the CAUSE of most cases of dropsy.

Doan's Backache Kidney Pills have no action on the heart, nor on the liver, stomach or bowels; they are solely for the kidneys and urinary system, and are, therefore, of the highest value in dropsy, gravel, stone, rheumatism, and all diseases arising from kidney and bladder trouble.

2/9 per box, six boxes for 13/9. Foster-McClellan Co., 8, Wells Street, Oxford Street, London, W.; also at Buffalo, N.Y., Cape Town, S.A., and Sydney, N.S.W.

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